



DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X No. 23.

CLEVELAND, O., JUNE 7, 1888.

AROUND THE LAKES.

CLEVELAND.

The new propeller John Craig will be here from Detroit today.

The barge M. R. Warner, Captain Joseph Lampo, will load coal for West Superior. Messrs. DeWolf and McGrath local inspectors of steamboats, will be in Toledo today and in Sandusky tomorrow.

Captain J. N. Reed keeper of the main light at Buffalo was in the city today. He was attended by his wife. They have been to Vermillion on the sad duty of burying their son, who died Monday of consumption.

The captain of the propeller New Orleans feels friendly toward the people of Washburn and Ashland. He went into Washburn Thursday morning last with 1,800 tons of coal and was out of Ashland the next evening with 1,600 gross ton of ore.

Captain William Sims, who was in the city last week from Presque Isle, has sold the scow Laney Sims to Mrs. Emily Parady of Rogers City, Mich., for \$1,400 and purchased the little schooner, Venture of Mr. Farragher for \$700. The Venture is quite an active little boat and will give Captain Sims good satisfaction.

Captain Murch, who has been here looking after the construction of the Hill boat at the Globe Iron works company's yard, has been in Minneapolis during the past week. That maiden trip of the Northern Light, built for that line, will probably take place Thursday or Saturday of next week.

The tonnage of the following named lake vessels, steam and sail, according to the report from the Bureau of Navigation is: yacht Louise Munroe, Port Huron, gross 8.80, net 8.36; Steamer Arthur Woods, Buffalo N. Y., gross 37.85 net 18.98; Steamer Albert Little, Buffalo N. Y., gross 18.00, net 9.42; Steamer C. B. Stroh, Ft. Huron, gross 18.27, net 9.15 and Steamer Robert C. Wente, Grand Haven, gross 409.97 and net 325.39 tons.

Messrs. Murphy & Miller have secured the contract for raising the sunken barge Brooklyn, and active operations were begun on her Monday. The services of Diver Roscoe Downer have been secured, and the methods pursued in getting her up will be much the same as in the case of the steam barge Mary Pringle. Openings will be battered over and then the vessel will be jacked and pumped out, partially unloaded at least, and then put into drydock.

Two sailors called on Deputy United States Marshall George Wyman Tuesday to complain of A. R. Rumsey, the shipping agent of the Cleveland vessel owner's association. One of the men gave his name as James Delaney. The second man's name could not be learned but Delaney called him "Jack." "Jack's" face presented a terrible appearance; and he said that Rumsey had beaten him. His eyes were black and his face badly cut. The men were sent to Lorain by Rumsey to ship aboard a steam barge. They missed the boat and returned to Cleveland. Their meeting with Rumsey was not satisfactory but they claim that there was no cause for the treatment which they received. Rumsey's disposition is well known to the vessel owners of this city, but there are none among them who will approve of this kind of work in his official capacity.

The June supplement of the Inland Lloyds contains the names of thirty new boats, eight of which, the propellers John Craig, Phillip Minch, Corsica, Gladstone, H. J. Johnson, Albert Y. Gowen and the barges Arenac and Moravia, hail from Cleveland, with an aggregate insurance valuation of \$820,000. Buffalo also owns eight of the new boats with a valuation of \$1,280,000. They are the Chemung, \$280,000; E. P. Wilbur, \$250,000; Lackawanna, \$175,000; A. P. Wright \$130,000; P. P. Pratt, \$130,000; Robert Mills, \$125,000; and schooner Annie M. Ash, \$75,000. Of the thirty new boats only three, the Annie M. Ash, Arenac and Moravia, are sail vessels, which indicate that steam is now all the go. From a careful estimate made this season it is found that all but a bare 14 per cent. of the sail tonnage of the lake is towing behind steam.

At the Cleveland drydock the tug Doane was in dock to have her shoe straightened; the steamer J. S. Fay to have her shoe repaired and leak stopped around her stern post; schooner Constitution to have her rudder repaired, butts calked, a leak stopped, and some repairs to her shoe aft; the barge M. R. Warner for keel box stopped, rudder repaired, butts calked, new plank forward, new deck plank and rail, old rail bolted down, and other necessary repairs; she is also receiving a new steam hoist from Detroit.

The Chase fog whistle machine has been placed on the following steamboats: Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka, Fayette Brown, R. J. Hackett, Forest City, Sparta, Havana, Vienna, Oscar Townsend, City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. R. Ranney, Smith Moore, Charles J. Sheffield, Ira H. Owen, Cambria, Outhwaite, Samuel Mather, R. R. Rhodes, Columbia, Aurora, Ohio, Corsica, William Edwards, S. E. Sheldon, Australasia, Raleigh, Bulgaria, Roumania, Hiawatha, J. F. Eddy, Thomas Adams, A. P. Wright, Gladstone, E. P. Wilbur, Soo City, E. M. Peck, Robert L. Freyer, and Northern Light.

The third steamboat for the Mutual Transportation company, to be called the Corona, will be launched next Wednesday at the yard of the Globe Iron works company. The Corona is modeled in all respects like the Corsica, being 292 feet keel, 312 feet over all, 40 feet beam, depth 24 feet, with a capacity of 2,800 tons on 15½ feet draft; she will carry four spars, and like the Corsica, the houses for the crew will be on deck, and an iron boiler house built by the Globe Iron works company. She has a Providence steam windlass, and a capstan aft, from the American ship windlass company. Her engines are triple expansion, high pressure cylinders 24 inches, intermediate 38 inches, and low pressure 61 by 42 inch stroke, indicating 1,200 horse power; two boilers each 14 feet diameter by 12½ feet in length, allowed 160 pounds of steam pressure to the square inch; engines and boilers were built by the Globe Iron works company; her wheel is 14 feet in diameter by 16 feet pitch; she will have gangways for package freight. The Corona will cost about \$280,000.

The managers of the Detroit and Cleveland line of boats have planned again for the delightful running arrangements they had last year. Beginning on Thursday, June 28, boats will leave each end of the line at 9 o'clock a. m., and meet at Put-in-Bay. There passengers can take their choice of spending a few hours at the Islands. They can either take the same boat on which they went to the bay and return home, or exchange boats; they can go either to Detroit or Cleveland, reaching either of those ports in time, of course, for the regular night boat out. As, for instance, a passenger leaving here on Thursday morning at 9 a. m. on the City of Cleveland can take the City of Detroit at Put-in-Bay at 3 p. m., arrive at Detroit at 6:30 p. m., and taking the City of Detroit on her regular trip out that night will arrive home again in Cleveland at 5 a. m. on Friday morning. In less, therefore, than twenty-four hours he will have made a trip to the Islands and to Detroit, enjoyed a few hours or done some business at both places, and had both a daylight and night sail between Detroit and Cleveland. It is said the fare for any or all of these trips will be very low.

Meteorological summary for the week ending June 6, 1888:
Mean actual barometer..... 30.00
Mean temperature..... 60.8
Mean humidity..... 62.2
Total precipitation..... .00
Prevailing direction of wind..... South.
Total wind movement..... 1250
Av. cloudiness..... 21
Av. state of weather..... Clear.
Max. temperature, highest..... 83.8
Min temperature, lowest..... 43.8
W. H. HAMMON, Sergt. Signal Corps, U. S. A.

Announcement was made, says the Leader of a new line to Detroit, which is undoubtedly destined to be quite popular. The fast steamer Greyhound, which was elegantly fitted up two years ago and put on the route between Detroit and Port Huron, is to be put on the line between Detroit and Toledo this year, and the beauty of the arrangement is the close connection which will be made with morning trains out of Cleveland. The latter, on reaching Toledo, will be in time for the boat which leaves at 9:30 o'clock, and reaches Detroit at 1 o'clock. Parties desiring to go to Detroit, can make the journey in about one-half day and the larger part of it will be a delightful daylight ride on the water, and this too, amid the pleasantest surroundings. The vessel is fitted up in thoroughly pleasing and comfortable style Captain James Millen, of Detroit, the efficient general manager of the lines states that no pains will be spared on the part of the officers to make the trip a pleasant one every way. That this will be the case is further assured by the fact also that the boat is sailed by Captain William McKay, formerly of the Detroit and Cleveland line, and always a popular master. The steamer is a safe boat, allowed to carry 2,000 passengers. It is understood that the fare for the ride will be \$1.

CHICAGO.

Special to the Marine Record.

The steamship Owego, Captain W. Robinson, arrived Saturday evening from Milwaukee and Buffalo. She made the run from Buffalo to Milwaukee in 58½ hours, breaking the fastest time on record, that of the H. J. Jewett, she having made it in 60 hours when Captain W. Robinson was in command of her.

The schooner E. P. Royce arrived Sunday night from Prentiss Bay with lumber, her deck load being some 12 feet above the rail. Captain L. Sterling, jr., who sails her says she stood up under it as stiff as a mountain and could carry still more.

Monday morning the steamship Alaska and schooner John Mee collided in the south branch of the river; the Alaska had some of her bulwarks smashed in on the port side and the schooner lost her jibboom.

The splendid new steamship Tom Adams, Captain A. Cox, arrived on her maiden trip to this port about 1 a. m. Tuesday with 2,200 tons of coal from Ashtabula. She was built last winter by F. W. Wheeler, of West Bay City, for Adams and Farwell, of Detroit; her carrying capacity is 2,500 tons. She is 300 feet 4 inches over all, 41 feet beam, 23 feet hold, and has a triple expansion engine 19, 32 and 52 by 40 and two steel Scotch type boilers 11 by 11 each, built by the Cleveland shipbuilding company, and the American ship windlass company's steam windlasses and capstan and Williamson Brothers steam steerer, and her officer's quarters are fitted up elegantly in accordance with Frank Wheeler's usual custom. She carries four spars and is a very handsome steamship.

The splendid new steel steamship Lackawanna, Captain James Gibson, the first launch of the Cleveland Shipbuilding company, for the Delaware, Lackawanna and Western railroad, under the superintendence of M. M. Drake, formerly superintendent of the Union Dry Dock company, Buffalo, arrived on her maiden trip at this port soon after 1 a. m. Tuesday, with 1,500 tons of coal and 800 tons of merchandise from Buffalo, calling on her way at Milwaukee and discharging some of her freight cargo. She is 287 feet over all, 38 feet beam, 24 feet hold; she has a triple expansion engines 19, 30 and 52 by 40, which is placed aft; she carries two spars, schooner rigged, and has capacity for carrying very heavy loads; everything about her is very complete and sought to prove herself a good money maker for her owners. As she moved up the river many expressions regarding her business qualifications and smoothness of finish were heard, and the enterprise of the new yard at Cleveland highly commended. Less than one year ago the Cleveland Shipbuilding company was in embryo, but today

the first product of their skill gives evidence that there is a corps of workmen employed equal to any in the land.

At the Chicago Dry Dock company's yard the schooner Granger was in dock for calking bottom and other repairs, the steam barge J. E. Rumble for repairs to her wheel, the tug Mariel for a new wheel, the tug Earnshaw for calking bottom, the steam barge Monitor to have leak stopped, the schooner H. M. Score received a new center board, the schooner Lookout some new rail stringers and stanchions.

The Dunham Towing and Wrecking company received a telegraph message Tuesday morning from Bartlett & McGregor, Windsor, Ontario, stating that Dunham's wrecking outfit had been successful in pumping the coal out of and floating the schooner White Star, which went ashore last fall on Point Pelee, Lake Erie. She was purchased by Bartlett & McGregor after she was abandoned as a total loss.

The grand jury at the criminal court on Saturday last indicted Valentine Fries for perjury upon evidence produced before them by Captain Fagan.

When the Susquehanna came in to port a deck hand, named James Manning, who had been locked up by his captain for stealing wine, crawled through an air hole forward between decks, dived into the river and escaped arrest. The vessel was going at the rate of about six miles an hour. It was a remarkable feat.

The Susquehanna made good time up the lakes on her present trip. She covered the course from Erie in sixty-two hours and fifteen minutes. Her time from Fort Gratiot, light, to Mackinaw was seven hours and fifty minutes and from Mackinaw to Chicago, twenty-three hours and forty-five minutes. "This, we claim," said Captain Gordon, the Anchor Line agent, "is the best time ever made between these points." The Susquehanna gained thirty-five minutes on the Hudson on the way up Lake Huron, although not crowded. She had 2,200 tons of freight on board.

The A. P. Wright Monday delivered 150,986 bushels oats from Chicago at Buffalo, the largest grain cargo but one ever taken. She was short fourteen bushels. In 1884 the Onoko delivered 160,992 bushels oats at Buffalo.

The E. P. Wilbur, with 2,360 tons freight, ran down from Chicago to Buffalo in sixty-eight hours, and had eighteen inches broke off one of the buccies of her wheel. Her time from Detroit was eighteen hours and twenty minutes. A new bucket will be put on here about June 15. Charles Peterson, mate of schooner Minerva, fell overboard at Main street Tuesday and was drowned. The body was recovered an hour later.

The schooner John Mee collided with the Alaska, smashing in the latter's port side bulwarks.

On May 27, 1888, early in the morning, P. A. Sanderson, mate of the schooner S. M. Forest, commanded by O. F. Saunders, fell overboard and was drowned four miles off Waukegan. The widow, through Captain John Keith, brought damage suit for \$5,000, against Saunders, alleging that he prevented his men from attempting a rescue. The allegation is backed up by two affidavits of sailors setting forth the facts.

Captain Henry Cullom, formerly master of the H. S. Pickands, will command the new propeller Samuel Marshall, now being built at Grand Haven.

Charles Larson has built for Henderson Bradley, of Chicago, a sloop yacht 42 feet 6 inches over all, 10 feet 4 inches beam, 6 feet 4 inches hold, draft of water 6 feet; she carries 9 tons of ballast, 4 tons being outside forming the keel, etc.; her mast is 28 feet above the deck, topmast 24 feet long, main boom 36 feet, gaff 26 feet, bowsprit 20 feet outside the knightheads, spinnaker boom 36 feet, gafftopsail pole 26 feet, she was launched three weeks ago but has not been named; she is a splendid model and has very fine lines and is expected to be very fast. She will go to New York when completed.

WILLIAMS.

The propeller M. C. Neff, built at Oshkosh last winter, has gone into commission. She is 147 feet over all, her width is 29 feet and her tonnage 270. She will be used in the lumber trade.

BUFFALO.

The Tonawanda strike is said to be practically ended as the fifteen or more loaded barges which had accumulated here since the strike began were all unloaded by non-union men. The plan heretofore has been for vessel captains to apply to the boss stevedores who took the job at 25 to 35 cents per thousand feet or as they could agree. These contractors had their own gangs whom they paid by the hour. When the job was finished the captain paid the contractor. The Lumber Shovers' Union claim that the men who did no work received the lion's share of the money and it some times happened that the stevedore ran away without paying the men at all. The demand of the union is that they receive their pay from the captain so they may dispense with the middle man. Captains prefer to pay one man who knows his men and will see that they work, because it is to his interest to do so. Captains prefer the old method, and it will probably not be long before the stevedores return to the old way.

The propeller Myles had 3,814 bushels of wet wheat, which was sold to William Leman at 31 cents per bushel. She will unload at the Richmond elevator.

The barges Tyson and Stewart of the propeller Cleveland's tow, in rounding the dock at Black Rock Monday, went ashore, but were released by the tug Johnson without injury.

The new propeller Robert Mills was taken around into the Blackwell to get her out of the way at the drydock. She expects to begin business next week.

The propeller Lehigh, which has been repairing at Detroit, arrived at Buffalo with the remainder of her cargo.

The Express says: the new propeller J. Emery Owen, which is to tow the schooners Michigan and Nicholson the rest of the season did not deign to make Buffalo a call. She came down as far as the breakwater Monday, picked up the Michigan, and left with her without coming in.

The propeller J. H. Devereux, which came down for coal Monday, has made a big record for the past eight days. A week ago Saturday she arrived in Milwaukee from Buffalo with a cargo of coal. She then went to Escanaba for ore, which she discharged in Cleveland, and left there with 2,300 net tons of coal. That is to say, counting the ore both in and out, she has handled 9,000 tons of cargo in the time and sailed from Milwaukee to Buffalo, stopping at Escanaba and Cleveland.

The schooners Mary Lyons and Jenny Mathews came out of Chicago together, towed by the same tug, and arrived here within an hour of each other. The Lyon has received extensive repairs since she was here last.

The receipts and shipments for the past two days are very flattering for an off year. The grain coming in foots up a round 800,000 bushels, and the flour 60,000 barrels and sacks.

The coal shipments are 19 cargoes, aggregating 27,000 tons. The list is remarkable in that it contains but two cargoes of less than 1,000 tons. It is only within a year or two that coal cargoes from this port averaged 1,000 tons. Last week eight coal cargoes cleared here with 3,000 tons or more each, and on the previous week there were eleven.

The June supplement of the Inland Lloyds Register will contain a list of 30 new vessels. Captain Bates tried hard to get one more in order to make one for every day in May, but he did not succeed, though he failed by missing the propeller Morley on her visit here a week ago.

Captain Perew's propeller, the A. P. Wright built by Quayle's Sons' Cleveland, due today, has a cargo of 151,000 bushels of oats.

The propeller Iron Chief and consort Iron Cliff bring wheat from Duluth to Buffalo at 3 cents.

The steam barge B. W. Arnold was libeled by the Western Transit line for \$200 for relieving her when she was ashore on Lake Superior last season. The owners settled and the boat was released.

The lumber shovers' strike at Tonawanda is practically ended. Plenty of union men are going to work under the old plan. The union movement proved a failure.

EFFICIENCY OF THE LIFE SAVING SERVICE.

To the Editor of the Marine Record:

ASHTABULA HARBOR, May 24.

Ex-keeper's attempt to justify General Superintendent S. I. Kimball's course in fitting out life saving stations with such appliance, as the English life boat, Merriman life dress, and the apology for a hand cart to transport the beach apparatus, is amusing and certainly should win for him a high position in the estimation of Mr. Kimball. He speaks in his letter, regarding rules and regulations, for authority for keepers to repair their useless traps. We would ask how much time is there to repair and patch up any apparatus in time of actual service, and if it would not be much better, when experience has shown that a thing is not adequate for the work, to replace the weak part with something strong, durable, and best fitted for the purpose. Mr. Kimball knows these things time and again have been brought to his notice, and still you can find in the stations the same uncertain, patched-up contrivances that were there ten years ago. This does not speak very favorably for the practical man at the head of the institution. When Ex-keeper speaks so boastfully of our life saving service being the best in the world, I ask why should it not be so. In Great Britain it is supported by subscription and has no system supported and provided by the government, and in all other countries it is the same, except Russia, which country cannot be mentioned in the same day as ours, except in tyranny and oppression. That we can excel in something wherein we have no competition is nothing particularly to boast of. The life saving service of this country can thank such able advocates as Hon. S. S. Cox, O. D. Conger and a few others who are outside and least personally interested for its present condition, and not so much the officials who have been working more for their own interest than for the interest of the service. When Mr. Kimball opposed the recent measure for paying living wages to keepers and crews, offering such a flimsy, ridiculous reason for his action, he advanced the interest of the service in about the same way as Ex-keeper did in stating that the men worked only about an hour a day. Ex-keeper must have been pricked on the start, when he attempted to show that the service is what it might have been during the official fathering of the general superintendent, for all men connected with marine affairs, and who are interested in maintaining a life saving service, know it has been only half supported, and had this bill for raising the salaries been properly looked after it would have gone through and become a source of relief to half paid men. Without a doubt something I have said must have pricked my Ex-keeper friend, and, for one who is as disinterested as an ex-keeper, he is taking considerable trouble and I would be pleased to have him come out in his true character in his next and tell me just where he has been hit. I will gladly do the same in a reply I shall certainly make.

AGREEABLY SURPRISED.

Albert T. Spencer, vice president of the Lake Michigan and Lake Superior Transportation Co., was 66 years of age yesterday. At 3:45 o'clock, the veteran was seated in his temporary office on Washington street when President Leopold and General Manager Austrian came in upon him. The former carried in his hand a long gossamer-covered something, which he tried to conceal beneath the folds of his coat, but failed. When Messrs. Leopold and Austrian entered they found the aged but well preserved mariner chatting on business topics with his son, C. F. A. Spencer. Mr. Leopold, having exchanged courtesies with Captain Spencer, addressed him as follows:

Mr. Spencer: In the name of the Lake Michigan and Lake Superior Transportation Company, permit me to present you with this slight token of our appreciation of your many kindnesses and courtesies shown the members of this company. Let this not remind you that there is a time coming when you will have to lean upon it for support. It is a cane. Do not permit it to impress you as coming from us because of any anticipated or existing physical defect. You are, despite your ripe years robust, healthy, and strong. May you long continue so. Its donors intended the cane to be more ornamental than useful. Carry it and enjoy carrying it and when you look upon it think of your associates of the L. M. and L. S. I am no orator yet these few feeble expressions come from the bottom of my heart.

The cane is one of the most magnificent ever turned out. It is of ebony, highly polished, and is mounted with a very ornate, heavily chased gold head, on which is inscribed, "Compliments L. M. and L. S. A. T. Spencer, May 9, 1888." The recipient looked more than voiced his thanks and after receiving the congratulations of everybody the little gathering dispersed.

PUSHING THE DRY DOCK SCHEME.

Last evening the dry dock committee met and began the work of pushing the scheme for the construction of a dock in Kingston. Alderman Muckleston and Gaskin representing the council, and Mr. W. Leslie representing the board of trade, were appointed a deputation to proceed to Toronto and Hamilton to lay the matter before those interested, such as boat owners and insurance agents, and to request them to sign a document pressing upon the government the necessity of beginning the construction of the work at once. Letters have been received from the Toronto and Hamilton boards of trade, which express approval with the scheme.—*Kingston News.*

PROTECTING THE SEAMEN.

The Honorable Mr. Foster is to be commended for having introduced into parliament a bill which is designed to afford greater protection to property, and also to the lives of the brave men who man our merchant marine on the sea and on the lakes. The loss of many valuable lives and several ships and cargoes during recent years, and the subsequent inquiry into causes thereof, have all tended to bring about the proposed changes to the laws affecting the inspection of hulls and general equipment of both steam and sailing craft. The severe and rigid examination which masters and mates now have to undergo before obtaining certificates of qualification are a seemingly strange anomaly to rotten bottoms and unseaworthy, overloaded vessels, which they have to officer and are expected to safely guide over trackless waters and bring into port without mishap. It is proposed by the act to have a thorough system of inspection of both boats and cargo. Grain will hereafter have to be shipped either in sacks or barrels or, if in bulk, a properly arranged system of shipping boards will be demanded before the vessels can leave port. In Great Britain all merchant vessels have on their hulls what is known as the Plimsoll mark above which it is illegal to lower the ship into the water. This seems a simple yet very easy and effective method of preventing overloading. The penalties for the infraction of Mr. Foster's proposed legislation are quite severe, yet none too much so when the importance of the question is considered.

Canada being regarded as the fifth maritime country in the world, anything which has to do with its vessel interests should be regarded as of great importance. The good sense of our legislators, as well as the practical experience some of them no doubt have had in marine matters should guarantee the passage of a law equally fair and just to all sea-faring men, whether owners, officers, or crew.—*Port Arthur Sentinel.*

The annual pamphlet issued by the government, locating all lighthouses, buoys, etc., on the lakes, is just out and can be had at the custom houses by captains on application.

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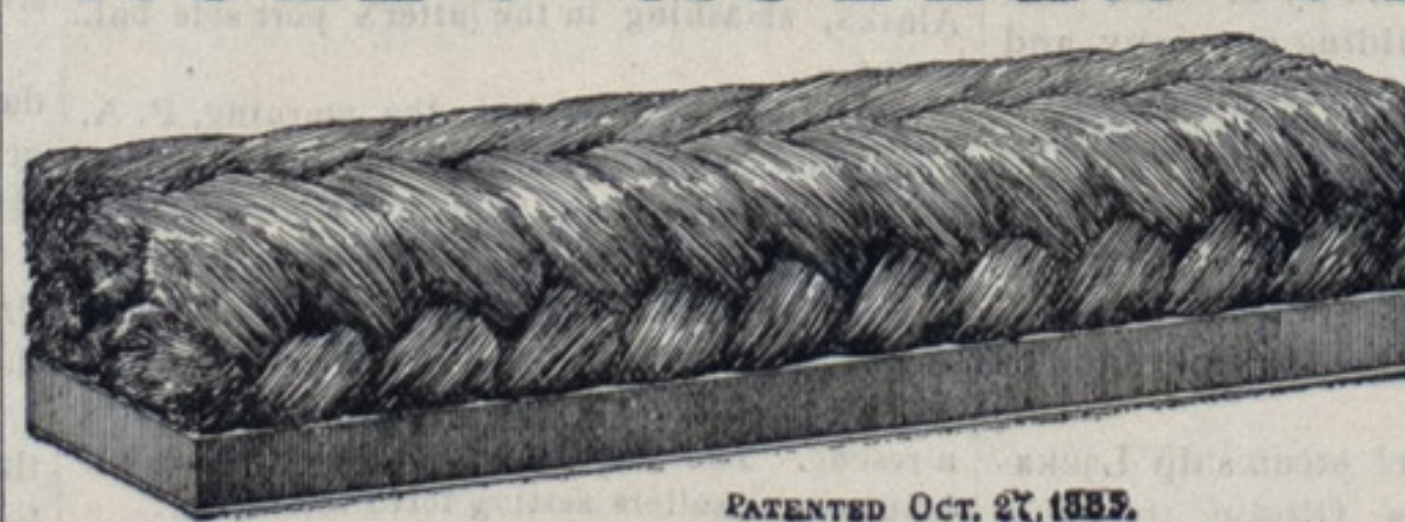
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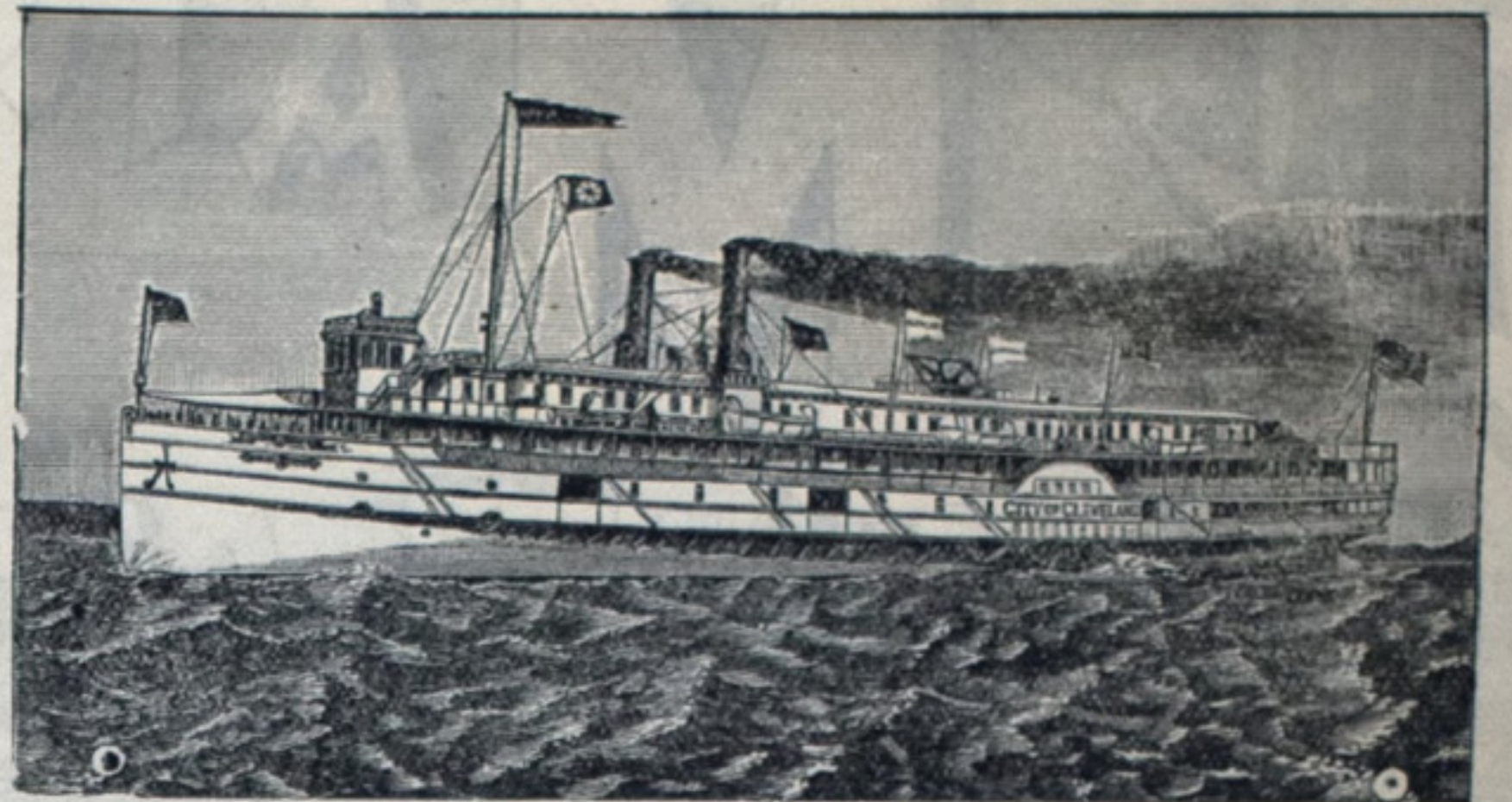
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A PUZZLE.

Which Man is the Tallest?

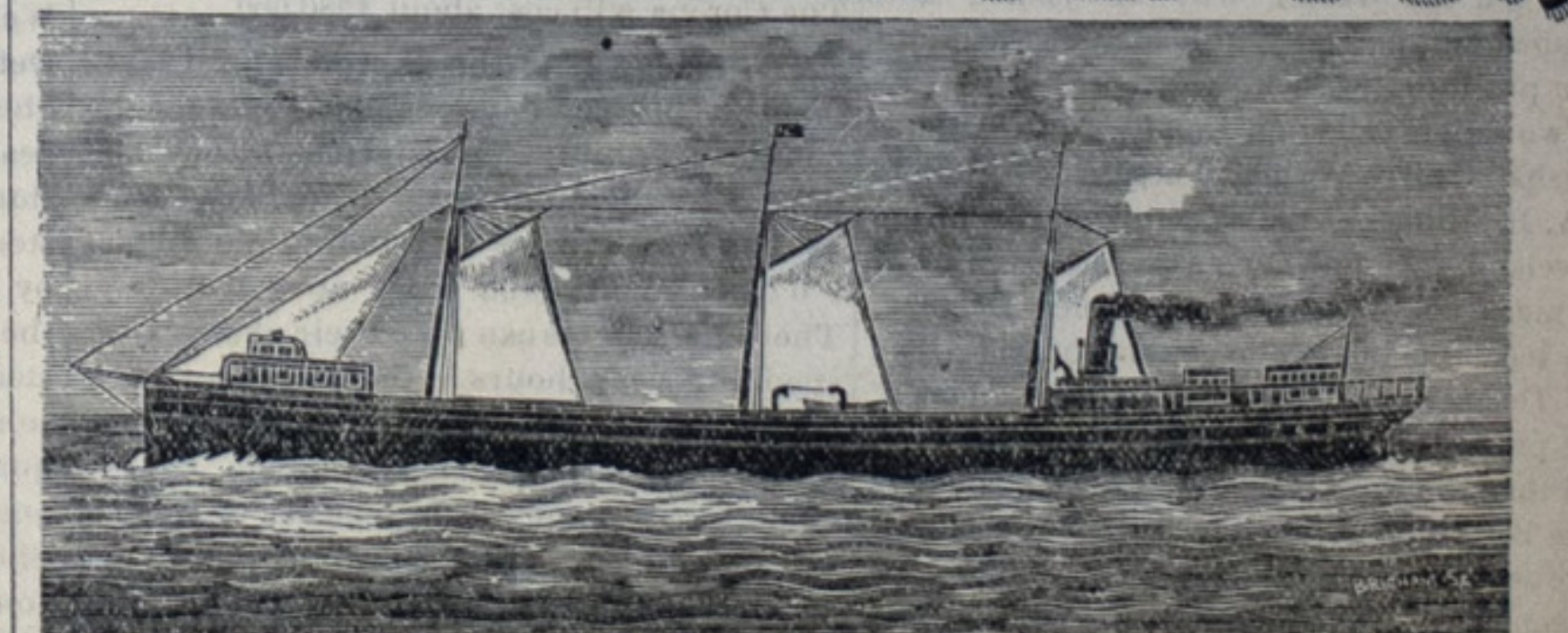
If you measure carefully the figures in this cut you will find that the man who appears the shortest is in reality the tallest. If you will coal your boats at my dock, adjoining S. F. Hodge Iron Works, you will get better dispatch and better COAL than at any other place in the city.

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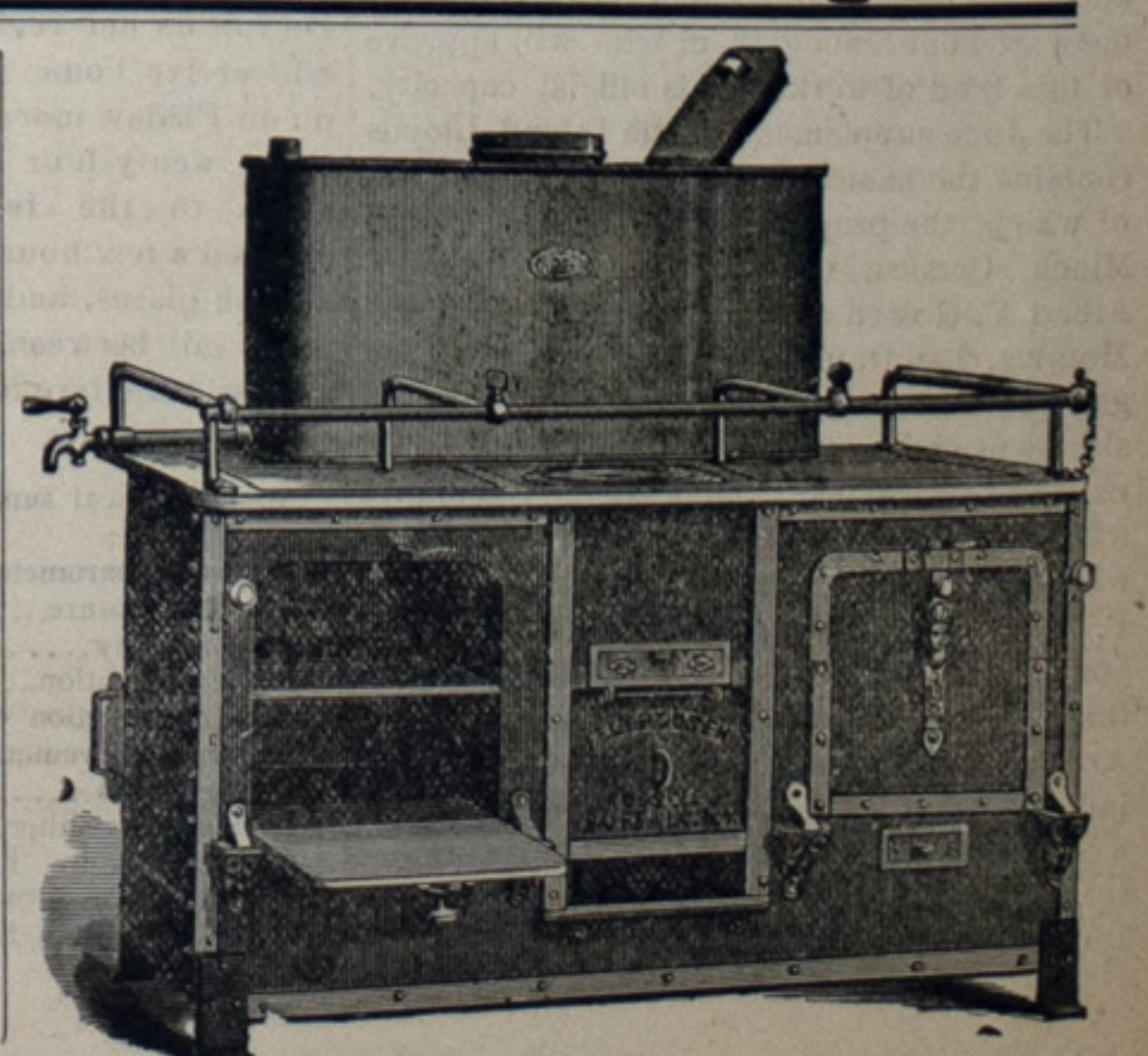
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B & W LUBRICANTS are the only strictly
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Samples free. Send for circulars of both grease and
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A SMALL STEAM LAUNCH, ADDRESS, GIV-
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We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

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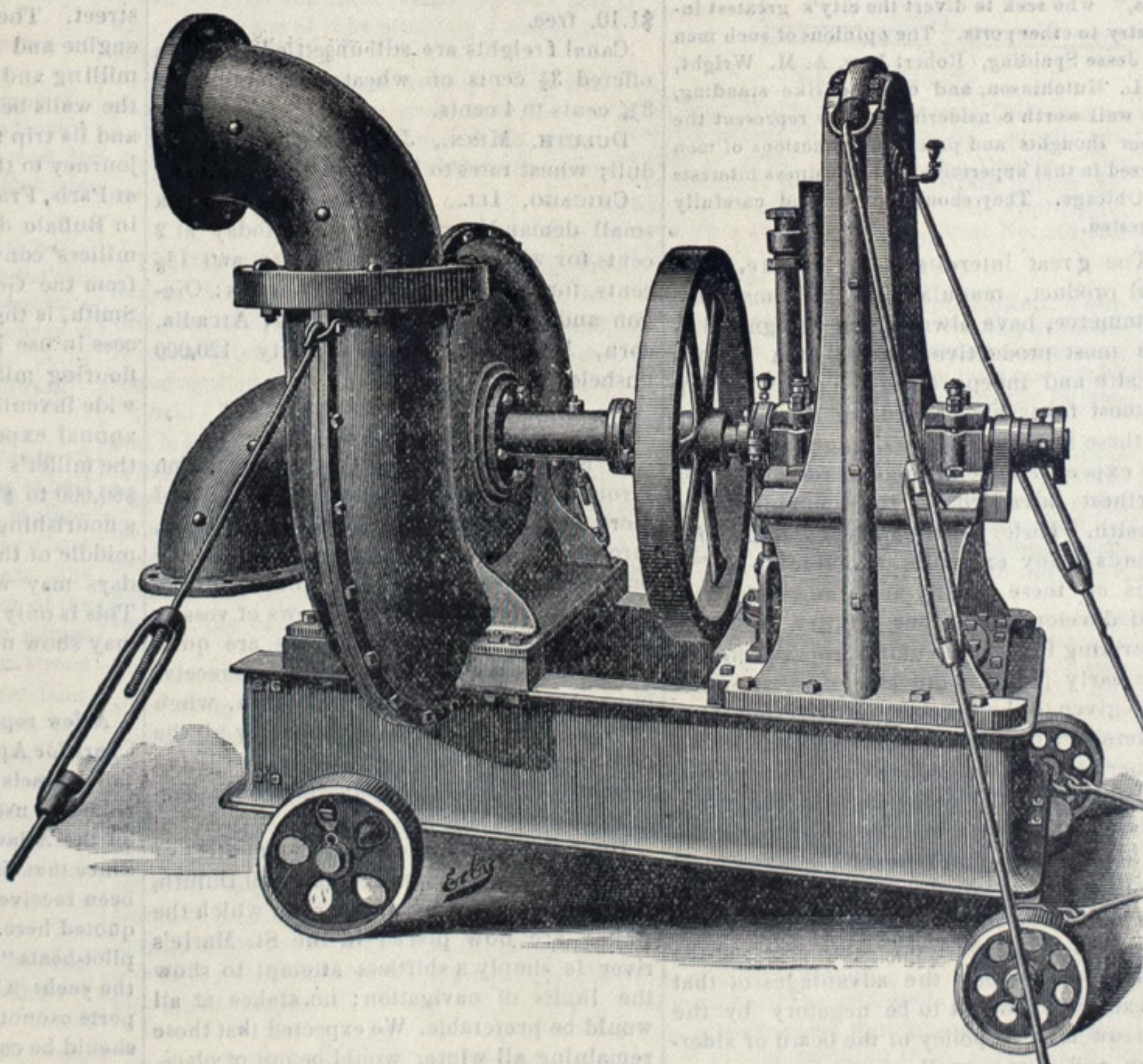
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WANTED a small passenger steamer, capacity 50
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THE TUG MYRTLE, of Sandusky, Ohio, for sale
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PROPELLER TOLEDO—About 700 tons capacity
Apply to
EBER WARD,
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feet, depth of hold 6 1/2 feet, draws 7 feet of water.
Has boiler allowed 90 pounds of steam, outboard shaft
(no engine.) All in good condition. Price, \$1,200.
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THE SCHOONER VENTURE—Length 50 feet,
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the best tow boat on the lakes and the most econom-
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THE HANDSOME NEW FORE AND AFTSCHOON-
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outfit all new and complete, 65 feet over all, 17 feet 4
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Apply to A. D. JOHNSTON, Manitow, Wis.

NOTICE TO MARINE MEN.
LATE official charts, showing the straight channel,
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Marine Record.

Published Every Thursday at 144 Superior Street, (Leader Building) Cleveland, O.

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MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

ESCANABA, MICH.—George Preston.

SARNIA, ONT.—D. McMasters.

OWEN SOUND, ONT.—J. Sharpe, Jr.

KINGSTON, ONT.—F. Nisbet, corner Brock and Wellington Streets.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class matter.

CLEVELAND, O., THURSDAY, JUNE 7.

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ORGANIZED IN 1880.

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MARINE RECORD—OFFICIAL PAPER.

STEAM ENGINEERING.

In the report of the chief of the bureau of steam engineering, George W. Melville, Washington, we find much that is of great interest to owners of lake vessels that have the necessary qualifications to be incorporated into the proposed fleet designated as the Naval Reserve. It will therefore be pertinent to quote from Mr. Melville's deductions. He calls attention to the fact that four different bureaus furnish steam machinery to ships, (in the navy) and that three bureaus are charged with the care of it on board ships in commission. "The bureau of steam engineering is charged only with the motive machinery, while on board our modern ships are found steam captains, windlasses, steering engines, ventilating fans, electric light engines and dynamos, turret machinery, gun training engines, and steam pneumatic and hydraulic gear for various purposes, which come under the care of other bureaus. Many of these machines, the chief says, are placed under the care of officers who are but novices in engineering matters, and require a force to assist them which would in a great part be rendered unnecessary if this machinery were under the charge of the engineers, whose force would require but little addition to enable it to undertake the additional duties.

Although in most, if not all cases, the fitting up of the auxiliary machinery of various sorts on board ship is done by the bureau of steam engineering, and although the services of the engineers of the ships are brought into requisition when repairs are necessary, yet this work is done for other bureaus which are charged with the care of these machines. I would recommend, says Mr. Melville, that this incongruity be summarily abolished, and that in the interest of economy, harmony, and efficiency, all machinery be placed under the charge of the engineers, who are the only officers in the service who are fitted by education, training, and experience to assume such trust.

The chief of the bureau, in commenting on the efficiency of the machinery, well says that "Our ships, after their first trials are seldom if ever run at their full power, hence it is never certain that the machinery will be equal to such a task when required, and the engineer's force, from lack of experience, is likely to be found wanting at a critical moment. If it is necessary for the efficiency of a vessel that its crew should be frequently drilled in the manipulation of the sails, guns and small arms, it would be but reasonable to suppose that the fireman, and others of

the engineer's force, would need some practice to enable them to become as proficient in their duties as the standard of excellence would require."

It is well known that the navy of England endeavor to keep naval affairs up to the highest efficiency and has its annual drill and picturesque sham battles in order to insure their engineers, seamen and gunners in the exigencies of a real battle. They also endeavor to keep the board of admiralty well informed regarding the working of the different engines on board their ships of war by making tests at regular intervals. Such an exhibition took place during the jubilee rejoicings and resulted to the perfect satisfaction of the parties that gathered at Spithead to witness the performance of the ships of the line. On this great review, says the London Nautical Magazine, the ships participating numbered 185 vessels, including 26 iron clads. The total complement of officers and men was 20,200, and of guns about 500. The more important vessels were anchored in two lines, nearly east and west, thus forming a swathe, the middle line of which was pretty nearly mid channel of the roadstead at Spithead."

The same system of naval reviews and manoeuvres would be of great value to this country if adopted by the department, and especially in the interest of the naval reserve, we urge upon the navy department to advance the effectiveness of the war fleet of the United States by adopting a system that will bring what there is of our navy into prominence.

THE LONDON BRIDGE ORDINANCE.

Along back in the early part of 1857, says the Chicago Inter Ocean, there was a gathering of railroad magnates and business men at Atchison, Kan., to take part in the festivities attendant on the breaking of ground at Atchison for a railroad to run to Pike's Peak. The officials of the road had prepared a collation and Jeff Thompson, then Mayor of St. Joe, was called upon to address the assemblage. The mayor and common council of Atchison were present, and lustily cheered the name of Atchison's mayor when his name was called. The old man arose, and, facing the Atchison authorities, said:

"Gentlemen, I don't care to talk, but since my Atchison friends are so urgent in their demands upon me I will say a word, and will address it to them in particular. We are assembled here to-day to 'break ground' for the great Atchison and Pike's Peak rail road. Atchison is now a thriving and populous city. You mark my words, gentlemen, in ten years after the completion of the work we to-day inaugurate Atchison will be nothing more than a watering station on the line of our railroad.

There was no great applause at this forecast, and the old St. Joe mayor sat down, satisfied that he had predicted aright the destiny of Atchison. He did. Drive navigation to more hospitable ports of entry—away from the Chicago river, and in time Chicago will become nothing more than a watering station for the vast system of railroads which now center at that point. This is the gist of popular, unprejudiced foreseeing and intelligent forecasts. There is no division on this among practical men, men who are thoroughly alive to the dangers which threaten the city in the innumerable schemes of "Calumnet swamp owners and idiots without available assets," who seek to divert the city's greatest industry to other ports. The opinions of such men as Jesse Spalding, Robert Law, A. M. Wright, C. L. Hutchinson, and others of like standing, are well worth considering. They represent the sober thoughts and practical deductions of men versed in that appertains to the business interests of Chicago. They should be read and carefully digested.

The great interests of agriculture, mineral product, manufactures, and maritime commerce, have always been recognized as the most productive sources of a nation's wealth and independence. The city which is most favorably located for the handling of these important factors, might reasonably be expected to be the most prosperous, the farthest advanced in the emoluments of wealth. History, both ancient and modern, affords many examples which teach us lessons on these points, and the rapid rise and development of our country furnish a striking illustration of the proposition. In the early period of our existence, attention was given to the necessity of fostering these diversified interests in order to establish on American soil, a complete economic system, which, from the exigencies of the times, should render us independent. Some of the cities in this country possess geographical positions unequalled by these of many of the older countries, among which is Chicago, the great mart of commerce on the lakes. But to-day the advantages of that great city, are sent to be negatory by the narrow minded policy of the board of aldermen and city council.

The quotation made above, from the Inter Ocean, is a fair statement of the condition of affairs of the river traffic. It is but fair to conclude that, in case the London ordinance is adopted, Chicago will lose some of her most valuable lake trade, and like Atchison, under similar conditions will drop back to but an intermediate watering place. Late events have proven that Chicago has a formidable rival in Duluth, and, if the proposed action relative to the closing of the bridges, against legitimate commerce obtains, Chicago will suffer materially in commercial interests. We are all well pleased to note the strong protest offered by

business men of Chicago against this most unwise measure, and trust that their counsels will be heeded. It has been said, that there are 600,000 citizens in Chicago, who are not in the most remote degree interested in the lake commerce of that port. Is it possible that any resident of that great and prosperous city can be so dead of soul as to make such a statement in earnest? We think not. This proposed action on the part of certain speculators, whereby they hope to hoodwink the citizens, who by this time, realize the benefits of the Queen City of the west.

Already, this narrow minded scheme is having its effect. Several of the wealthy lines of steamships which give employment to thousands of men, have signified their intention of removing their business headquarters to Lake Superior ports. We trust that wisdom will prevail in the councils of the great city, and that the London ordinance will be consigned to the shades.

Here is some sound common sense from a Daily newspaper:—

If the appropriations in the River and Harbor bill for the San t Canal and Hay Lake channel are materially lessened it will be a burning shame. The senate committee on commerce must be very hard up for an excuse if it makes the reduction as reported on the ground that "Michigan is getting too much." Not a dollar of the appropriations for the purpose named or for the Grosse Point channel or for any improvement in the waterway from Buffalo to Duluth should be charged in Michigan. Every one of these improvements is distinctly national in its character. They are in the interest not of Michigan alone or of the lake states alone, but of the whole country. They are in the interest of every consumer of breadstuffs, every user of iron lumber or copper from the Atlantic to the Pacific.

LAKE FREIGHTS.

The lake freight market is very firm at former rates, especially for up cargoes of coal and down cargoes of ore from Marquette. On account of the strength of the latter it was given out yesterday that one or two engagements had been made at \$1.20, but the explanation came later, and was found to have arisen from the fact that one owner paid \$1.20 for one or two loads which he had contracted to carry at \$1.15. His vessels would not be on time for the cargoes and therefore he paid the 5 cents advance for others to take their place. The regular market rate is still \$1.15. The schooner E. R. Williams was one of those which secured the higher rate under the circumstances.

BUFFALO, N. Y., June 6.—Coal freights are unchanged. Charters: steamer J. B. Lyon with Hutchinson, Robert Milla, schooner R. B. Hayes, for Chicago, 80 cents; Queen of the West, Inter Ocean, Oscar Townsend with Kelly, schooners Commodore, Harvey Bissell, C. G. King, for Milwaukee, 85 cents; W. H. Gratiwick, for Duluth, 60 cents; Hiawatha, same, Wheeler, 60 cents; Grand Traverse, for Green Bay, 85 cents; schooners Wend the Wave, Mariner, for Saginaw, 50 cents. The schooner Minnehaha takes railroad iron to Duluth at \$1.10, free.

Canal freights are still unsettled, shippers offered 3½ cents on wheat; carriers asked 3¾ cents to 4 cents.

DULUTH, MINN., June 6.—Ore freights dull; wheat rates to Buffalo 2½ cents.

CHICAGO, ILL., June 6.—There was a small demand for vessel room today at 2 cents for wheat, 1½ cents for corn, and 1½ cents for oats to Buffalo. Charters: Oregon and Alorton, corn, Buffalo; Arcadia, corn, Montreal. Total capacity 120,000 bushels.

STAKES AND BUOYS.

It is a well known fact that navigation through the Sault river has been hindered more this season than for many years, through the careless manner in which the buoys have been set. Time and again the telegraph has brought the news of vessels going aground. Vessel masters are quite indignant at the treatment they are receiving. A meeting was held in Duluth, when the following protest was signed by all the masters present:

General O. M. Poe, Headquarters Lake Survey, Detroit, Mich.

DEAR SIR: We, the following masters of steamers plying between Buffalo and Duluth, wish to say that the manner in which the stakes are now placed in the St. Marie's river is simply a shiftless attempt to show the limits of navigation; no stakes at all would be preferable. We expected that those remaining all winter would be out of place, but would be righted before this time; we expected also that those now being placed would receive the attention necessary not to deceive; and we do protest against such work. We also believe that the whisky ring and card playing fraternity of the Sault is not capable of doing better.

Yours very respectfully,

John Lowe, steamer Kaliyuga.

Wm. Carlisle, steamer Wallula.

Frank D. Welcome, steamer P. P. Pratt.

A. E. White, steamer Kasota.

B. H. Jones, steamer Spokane.

Henry Ellis, steamer W. A. Avery.

J. B. Lowe, steamer Yakima.

J. McArthur, steamer Hiawatha.

LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THEREOF, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

CHANGE OF BASE.

The Duluth News says: A number of gentlemen who are directors of the Lehigh Valley Transportation company visited Duluth Saturday, coming by special car. The party consists of William P. Henry, Buffalo, general manager of the company; Charles Hartshorn, Philadelphia, first vice president; R. H. Sayre, Bethlehem, second vice president; J. B. Garrett, Philadelphia, third vice president; W. R. Sayre, Bethlehem, Chas. Anderson, Philadelphia, and James I. Blackley, Mauch Chunk, directors. They were joined at St. Paul by E. F. Dodge, general freight agent of the St. Paul & Duluth, and here by Captain McDougall, local agent of the line.

They took a trip around the harbor on a tug, visiting a number of docks both here and in West Superior. The Lehigh Valley company owns considerable dock property in West Superior. Last fall they decided to build docks here, and their visit partially has that object in view. One or two Duluth men offered them land both on Duluth harbor St. Louis bays, free gratis, provided they would build docks. It will not be decided upon until they return to the east.

NEW FLOURING MILL.

At the miller's convention, which is to open in this in this city June 12, continuing until the 14th, Buffalo will see an innovation not only in milling machinery, but in the facility with which a model elevator and flouring mill can be set up which will make its gentle but enterprising inhabitants open their eyes if what is promised is fulfilled. There is now grinding wheat into flour at Jack-on, Mich., under the auspices of the great miller, George T. Smith, a perfect milling establishment, claimed to be portable, which is now making 50 barrels of flour per day. This plant consisted of a handsome mill, in dimensions 26 by 30 feet and 47 feet high, comprising three full stories and a basement, a grain elevator 16 by 20 feet in dimensions and of the same height as the mill and a small office will be transferred in sections to Buffalo, and all three set up by permission of the city authorities on the street opposite the Genesee and West Main street. The mill contains a 45 horse power engine and all the latest improvements for milling and purifying. It is built in parts, the walls being formed of asbestos and iron, and its trip to Buffalo, is but one stage of its journey to the coming industrial exposition at Paris, France. It will be run continuously in Buffalo during the continuance of the millers' convention, its power being supplied from the Genesee boilers. Its owner, Mr. Smith, is the inventor of the purifying process in use literally in almost all the great flouring mills of the world and a man of wide inventiveness and great liberality. His annual expenditures on costly exhibits of the miller's art have been estimated at from \$60,000 to \$70,000. The novel spectacle of a flourishing flouring industry arising in the middle of the city and disappearing in three days may well make plain folks wonder. This is only one of the wonders the millers may show us next week.—Buffalo Express.

THE USE OF OIL.

A few reports were published in the Pilot Chart for April giving the experiences of certain vessels that had derived great benefit from the use of oil during the severe storm off the Atlantic coast from March 11 to 14. Since that time many additional reports have been received, and a few of them may well be quoted here. With the loss of the New York pilot-boats "Phantom" and "Enchantress" and the yacht "Cythera" fresh in mind, these reports cannot fail to be of special interest, and should be carefully noted, not only by those to whom a seafaring life is a profession, but by every yachtsman who is intending to cruise along the coast this summer.

Captain Sullivan, of the New York pilot-boat, "Caprice," has sent in the following very interesting report: Off Sandy Hook, the night of the 11th, his vessel was boarded by combing seas which threw her on her beam-ends. He brought out oil bags, stuffed them with oakum, rags and anything he could lay his hands on, poured in a mixture of 1 gallon lard oil, 1 gallon paint oil, and 3 gallons petroleum (all he had on board), and punched them with a broadawl. One of these he hung over the weather bow, and the other over the side abreast the weather main rigging, so as to just clear the

water when on an even keel. He also rigged out two drags over the weather bow, each composed of 15 fathoms of chain on five fenders, held by 75 fathoms of hawser. After the oil was used no more water came on board, although before using it the sea was making a clean breach over the vessel. A breaking wave would rush towards her, meet the oil slick, the crest would quiet down, and the wave roll harmlessly past. He used the oil for 36 hours, and says it saved his vessel.

[Around the Lakes Continued from 1st Page.]

DETROIT.

Special to the Marine Record.

The East End boiler works have been doing considerable work making and repairing marine boiler; during the season for fitting out; they have built a new fire box boiler 6 by 12 for the tug Anderson of Toledo, a new deghouse boiler for the steam yacht Roberta, built at Mt. Clemens, for Mr. E. new, proprietor of the Avery house, and have made repairs on the steambarge Alpena, putting in new flue sheets, ends on flues, side sheets, etc. They have also made repairs on tugs Sprite, Gentsburg, Ballentine, Chauncey Hubbard, Mineral Rock, Macey Stafford, and recalked the Pastime.

The Detroit Dry Dock company have the Oswego in dock for repairs to wheel, shoe and stern.

In the Springwell's dock they are putting a great deal of work on the steamer Riverside, which they will thoroughly overhaul. They are also building a floating dry dock to be used at the straits for docking the new ice crusher St. Ignace. It is an odd looking structure, but it is believed will be of invaluable service in case the ice makes any repairs necessary on the new boat.

The Dry Dock engine works have just completed one of a pair of large marine boilers for the Alger boat, building at Trenton, by Craik. This piece of machinery is 12 feet 6 inches diameter by 17 feet in length; the steel plate is extra heavy, being 1 and 1-16 inch thick; it is Scotch type, has three 40 inch furnaces and will be allowed a working pressure of 165 pounds to the square inch; the engines building by the same firm are triple expansion 21, 33 and 56 by 42. They are building triple expansion engines for a sister ship of the Hudson 21, 33 and 56 by 42, a small triple expansion for the F. & P. M. No. 4, 15, 23 and 37 by 36, and two Scotch type boilers 9 feet diameter by 11 feet long and a triple expansion for Mr. Morley, of Marine City, 19, 30 and 52 by 40.

The propeller Avon collided with the steamer City of Mt. Clemens, bound up to Mt. Clemens with wood, Tuesday a. m., and sunk her. The Avon lowered a boat and picked up the crew. She will be raised as soon as possible.

The Frontier iron works have received word from Mr. Wheeler, of Bay City, saying the engines furnished by that company for the new steamer Robert Freyer are very satisfactory. They have also furnished a new wheel for the steam yacht Truant during the past week.

Samuel F. Hodge & Co. have put a new wheel on the tug Mocking Bird, which is pronounced by the captain to be first-class in all respects. This is the only wheel that has been used that has given satisfaction. They have received word from the master of the Canisteo that with the wheel they put on that boat a couple of weeks ago, the boat made the run from Tonawanda to Detroit in 29 hours, and that he is much pleased with the new wheel.

Messrs. Parrish Bros. & Peck, manufacturers of the electrical alarm signals in Detroit, are coming to the front very rapidly with their improved system of signals and alarms for vessels and railroads. There is a new departure from the old system which renders accidents from broken wires and cords, or any other of the former liabilities to accident impossible. Their work on the steamer City of Cleveland has been very satisfactory, and the new City of Detroit, building at Wyandotte, will be fitted out similarly. The company are filling a very large order for the M. C. R. R. company which will demonstrate that for train alarms and the like electricity certainly will, eventually, take the place of all other methods of communication between conductor and engineer on a moving train.

Captain Alexander Ruelle reports tug business in Detroit as being very dull, and while your correspondent was trying to cheer him up and raise his drooping spirits with the fair prospects of a winter bridge, he said: "Sir, for twenty years they have been building winter bridges, summer bridges, and several other kind of bridges, including a 'bridge of size,' and we have no bridge yet. We want no bridge across our river and if they do not build more and talk about it less we won't have any either."

Messrs. J. C. Gilchrist, of Cleveland, and R. E. Schook, of Sandusky, were in the city Tuesday looking over their new boat, the John Craig, which was laying at the Michigan Central dock.

The new steamer John Craig, named in honor of her builder, looked very fine as she lay at the foot of Third street. The John Craig is probably the largest wooden boat ever built on the river, being 275 feet keel, 297 over all, 41 feet 6 inches beam and

26 feet depth of hold, capacity 2,700 tons on 16 feet draft. She will be commanded by Captain James L. Weeks. Captain George Simpson will adjust her compasses on her trial trip.

The steamer Lakeside, previously described in these columns, made her trial trip Tuesday. She is to take the place of the City of Dresden in the route between Detroit and Leamington.

The yacht Hinda has just arrived at Trenton from the Baltimore oyster beds. She will receive necessary repairs.

John Craig, at his Trenton yard, has another steamer about the size of his last launch nearly all planned. The Dry Dock engine works build the machinery. He is also finishing a steam yacht for Messrs. M. S. Smith, of Detroit, 100 feet over all, machinery to be built by the Fulton Iron works; also side wheel steamboat 110 feet over all, to run on the river route between Detroit and Gibraltar.

The tug Leviathan has stripped the schooner Blazing Star, ashore at Fisherman's Shoals and abandoned her.

A dispatch from Two Harbors last night states that one charter at private rates, understood to be \$1.40, have been made there.

The new Lehigh propeller E. P. Wilber carries well. She is coming down from Chicago with 2,400 tons of grain on a draft of 14 feet 5 and 14 feet 10.

Murphy's success here in Americanizing the propeller Quebec into the F. E. Spinner, did not attend him in Cleveland, where he has been rebuilding the schooners M. C. Upper and Josephine, which he released from the shore at Port Maitland. A long effort to secure the American title failed and they are gone to Toledo in tow of Murphy's tug Kate Williams to load coal for Algoma.

HOP.

MILWAUKEE.

Special to the Marine Record.

Judge Bunn, in the United States court, is sued a decree for the sale of the schooner Annie Smith. In the case of Charles D. Elliott against the tug G. A. R., an order was issued for the distribution of the proceeds of the sale of the boat.

The mandate of the supreme court in the old case of Alfred Lowther against Charles D. Hamilton and others, which had been sent back for further proceedings, was filed.

The wreckers succeeded in raising the schooner Monquagan and have placed her in dock where she is being repaired.

The steambarge Davidson brought up 2,100 tons of coal on 14½ feet draft and fully comes up to her builder's expectations.

The Milwaukee tug company's new barge, building at Sheboygan, will probably be launched by the 20th of this month, making another addition to Milwaukee's already large tonnage. From all accounts she will be one of, if not, the strongest boat on the lakes.

A Mr. Bangs, of this city, has caused to be manufactured a new propeller wheel, which he hopes will revolutionize the wheel business. The wheel is really an old idea put to a new use and consists of five blades with a rim around the outside. The idea has been used most successfully for drawing foul air out of buildings where the circulation is bad. With his wheel Mr. Bangs hopes to overcome the washing in of the banks of canals. In the trial the wheel drove the boat all right, but when they reversed it all the blades broke from the hub. Sheriff's works report a wheel shipped to tug Nellie, of Pensacola, Florida, one for tugs C. M. Riter and John Martin, of Duluth, one to tug Davidson, of Chicago, and tug Sarah Smith, of Gladstone, and others.

The steambarge Tarrent is in dock for a new Sheriff's wheel.

Some of our reporters must have weak eyes, as the propeller Waverly is reported as clearing from Chicago, passing Mackinac and being ashore at Grosse Point all at the same time, and the truth of the matter was she was finishing out her load here after having received a partial load in Chicago.

J. A. S.

FRANKFORT.

Special to the Marine Record.

Steambarge S. C. Baldwin and consort India are loading lumber for Buffalo.

The tug Eagle of Onekama was here Sunday, June 2, for repairs to engine. She is a very peculiar model, originally intended for a passenger steamer but proved too cranky and is now used in fishing. Her original cost was \$10,000.

Frankfort life station was supplied this week with a new Dobbins life boat. She is a beauty and Captain Matthews takes just pride in her.

Lake Michigan passenger steamer's complaint of very dull business.

The steambarge Tecumseh, and consort Caroline and M. C. Cameron, loaded timber at Pierport, for Montreal, and departed Saturday.

PORT DALHOUSIE.

The schooner M. A. Muir came off drydock Tuesday after having extensive repairs done to her to fit her up for the grain trade. She leaves as consort of the Enterprise for Port Arthur to load grain for Port Huron.

MACKINAC CITY.

The propeller California, which now lies sunk in 50 feet of water twelve miles from Mackinaw, on the north shore of Lake Michigan, has been purchased by E. Pesse, of East Saginaw, who will raise and repair her. The California foundered in a gale October 3, 1887, and eight lives

were lost by the disaster. Divers report her resting on a clay bottom and in excellent condition. She was valued at \$35,000.

The propeller D. W. Powers is ashore on Skilagoale. The wrecking tug Leviathan has gone to her assistance.

ASHTABULA HARBOR.

Special to the Marine Record.

We notice at our docks a staunch looking steamer the Germanic hailing from Buffalo. It does us good to look upon such craft.

The pleasure tug Al Beatzhold is here painting and fitting up as a first class yacht. She will go to Conneaut if there is sufficient depth of water at that point for safety in entering, if not she will remain at this port as long as she may find paying business.

The steamer Chi-holm is having ceiling patched and is receiving a coat of paint.

The L. S. & M. S. depot at this place is being enlarged and entirely refitted, repainted and presents a fine appearance. The move was necessary to accommodate the large force of men and officers to care for our fast increase of business.

The new Brown hoist on L. S. & M. S. docks is in successful operation.

The H. W. Sage, light from Buffalo, loads coal for Duluth. She is minus figurehead and has had considerable repairing forward made necessary by a collision on Lake St. Clair. She is having ceiling patched at Devney's yard.

The A. Y. & P. docks present a very lively appearance. The eight leg Excelsior hoist is in successful operation and unloaded the steamer Corsica, 2485 tons, in ten hours and fifteen minutes. E. J. Baker and Geo. B. Raser have a patent on the hoist and are ready to bet on their rigging for fast work. We noted the unloading of sixteen buckets in two and one half minutes. F. L. T.

DULUTH.

A feature of the late shipments is the cargoes of the steamer Gogebic and Nabant, the former to Detroit with 68,000 bushels wheat and the latter with 49,000 bushels to Milwaukee. Both these cargoes go to ports at one time leading in the wheat trade of the country but which have now become so reduced in that business as to be forced to send to Duluth for wheat to keep their mills going. Duluth will be sending wheat to Chicago at the next turn of the wheel. The rates on these cargoes are about 3 cents per bushel. These shipments illustrate, as well as anything else can, the growth of Duluth as a wheat market, and the decadence in the same respect of the eastern cities mentioned.

Vessel men arriving here state that the ice though in large masses, is rapidly wearing away and is very rotten.

The new steel ship E. P. Wilber, of the Lehigh line, is on her way to Duluth with her first cargo. Her tonnage rating has just been made and is 1902 net tonnage.

The fine new steamship, Chas. Stewart Parnell is in port for the first time. The new May Durr is also in port with cedar ties. Though not so large as most of the new vessels, she is a fine craft. Both are on their maiden trips.

The Canadian Pacific Railway company, it is rumored, is about to build another boat for its line from Port Arthur to Owen Sound, to be the largest vessel on the lakes. She will be built in this country. They also propose building six immense iron boats for service between Chicago and Owen Sound. The rumor is given for what it is worth.

There is now about five million bushels of wheat in store in Duluth.

Flour shipments for the week have been 56,770 barrels, 32,859 to Buffalo, 14,575 to Sarnia and 3,886 barrels to Erie. There are now in store 146,009 barrels, all but 3,750 of which was in St. Paul & Duluth warehouses.

Northwestern Miller: There is said to be 2,000,000 bushels of grain in sheds and in the elevators at Ft. William, Ont., will necessitate a fleet of eight 25,000 bushels vessels to convey it east. Nearly as much more is thought to be still in Manitoba and the Northwest.

PORT ARTHUR.

The first shipping disaster of these as on on Lake Superior occurred Monday morning at half past three, when the schooner Maggie McRae, went down ten miles out from Thunder Cape 28 miles from port, in 600 feet of water. She with the schooner Laura, were consorts of the steambarge Bruno, all leaving here for Kingston with heavy loads of wheat. They struck a heavy field of ice after passing Silver Islet. The Bruno, leading, was badly damaged, and the Maggie McRae, the first tow, had her bows stove in, filled with water went down in about an hour. She is a total loss. The crew of seven men had time to save clothing and escape to the Bruno. The Laura, the last tow, escaped injury. The Bruno returned here for repairs with the crew of the lost vessel on board and the Laura in tow. The Maggie McRae had a cargo of 25,000 bushels of wheat consigned to Ogilvie Montreal. Vessel and cargo are a complete loss. The vessel belonged to J. & J. T. Mathews, Toronto and has been in the lake service since 1873. She had a registered tonnage of 315 tons and was valued at \$10,000. The cargo was worth \$25,000, which is insured in full.

Up to last Thursday evening the amount of wheat shipped from this port via the lakes amounted to one million, ten thousand bushels. There arrived and was inspected to-day 17 cars.

TOLEDO.

The contract for the erection of the Toledo Dock & Coal Company's new dock at Ironville has been let to Messrs. A. D. Duck and Garri-gan Bros. for \$18,000.

The tug Andrews has taken the schooner Locke to Sandusky, where she loads coal for the "Soo."

SAND BEACH.

Special to the Marine Record.

The long spell of fine weather has kept the usual amount of craft from seeking shelter in the harbor lately. The only craft seeking shelter lately was the tug George N. Brady with five barges and the schooner Maumee Valley.

Messrs. Huxtable and Ingles have added a small vessel of the lap strake variety to the already large fleet of hookers in this vicinity. The schooner is called the Lucinda, is 53 feet over all, 15 feet beam and 5 feet in the hold. Messrs. Hinkley and Green's dredge No. 6 with dump scows and tug came from the Soo Saturday to dredge in the harbor here.

PORT HURON.

The Avon, bound up about 3:45 a. m., near the flats, collided with and sunk the steambarge, City of Mount Clemens. The Avon lowered the small boat and put the crew on one of the barges in tow. The Mt. Clemens is from the "Soo" with a load of wood for Detroit.

The steambarge Point Abino, loaded with lumber, sprung a leak and sank at her dock at Marysville. The ferry Dorrner has left with a steam pump and full wrecking outfit to raise her.

The barge Transport, going up Black River with a load of stone for the Sulphur fiber works, struck a pile and sunk in ten feet of water. The schooner Ironside is at anchor at Sarnia bay to get away from one of the owners. There is a dispute over the ownership of the vessel, which will have to be settled by Judge Brown.

KINGSTON.

The steamship Algonquin, whose arrival at Montreal about a month since was at the time noted, left Catin's dock on Tuesday, where she has been successfully unrigged and separated into two sections for passage through the canals. She will proceed as far as Prescott or Ogdensburg where she will be put together, and thence go to Port Arthur, her anticipated route being between that point and Kingston. Mr. Conway, canal superintendent, has charge of her as far as Prescott.

The schooner Neelson loaded down too low with ore this morning, and went on the bottom at the stern. The Pierrepont pulled her off. The steamer Maynard commenced running regular trips on the Cape Vincent-Alexandria Bay route Tuesday morning. At present she will leave Alexandria Bay every morning, and connect with the 11:25 a. m. train, then leave for the Bay where she will remain at nights.

LORAIN.

While the schooner G. W. Adams was making into this port Friday night about 10 o'clock a man was lost overboard. A brisk breeze was blowing at the time and John Bremssen, a Norwegian sailor, who got into the yawl to clear it away, lost his balance and fell in. Immediately the vessel was hove to, the boat lowered, and two life preservers thrown to him. The tug let go the line and a thorough search was made for about two and a half hours, but the man was not found. He having on oilskin and sea boots it is supposed he sank at once. Every effort of Captain H. L. Mills and crew was put forth but of no avail.

SHEBOYGAN.

Geo. Gearlds while hewing timber in the ship yard Monday, built the misfortune to cut his right leg below the knee quite badly with a broad axe. He will be unable to work for some time.

A water hydrant has been placed on the dock near the Sheboygan Coal Co's office by the City Water Co., for the use of vesselmen who may wish to make use of it by attaching a hose to fill boilers or wash decks.

Mr. Kramer, a Chicago attorney, was here yesterday, taking the testimony of the crew of the propeller Pidgeon, which sunk the steamship Selah Chamberlain off Sheboygan two years ago.

SANDUSKY.

The tug Oswego, of Detroit, towing the barges Star of the North and Fostoria, for this port, and the Eliza, bound for Cleveland, lumber laden, from Saginaw, went ashore rounding Cedar Point Saturday night at 10:30 o'clock. The Star of the North sprung a leak and is lying in nine feet of water. The Eliza is hard aground and will have to be lightered. Tug Buffalo, of this port, succeeded in pulling her Fostoria off. While at work the Oswego caught a line in her rudder. The tug Swain s on her way from Ashtabula to effect the release of the barges.

EAST TAWAS.

Much has been said and written about the something which the propeller Lehigh struck in Lake St. Clair, and as it is claimed the spot is buoyed, why not send a diver down and examine, as it may be the hull of the propeller Oregon, which left Bear Creek about thirty years ago, load d with wood, and sank off Grasse Point. Captain William Dana, of Algonac, spent part of one summer dragging for the wreck. The propeller was owned by the late O. M. Hyde, and was bound for Detroit.

RACINE.

The can buoy marking the passage over Racine reef broke loose from its moorings some time Saturday night and drifted away. As the reef is a dangerous one a red spar buoy has been placed in the same spot for the present guidance of vessel men. As soon as the regular buoy can be recovered or a new one obtained it will be replaced.

ST. IGANCE.

The schooner Charlie Marshall, with a cargo of cedar for Chicago, ran on a large rock in Mc Kay's Bay while going at the rate of nine miles an hour. The tug Waldo A. Avery went to her and released her and brought her to this port. She is considerable damaged, one whole plank being torn off. Reid & Co's diver, Dodd, is patching her bottom, and when finished she will be taken to Milwaukee by the Avery.

ERIE.

The revenue cutter Perry is being fitted and will go into commission June 10. Captain Hendricks, commander, and with Lieutenant Gooding and Wadsworth and Chief Engineer J. R. Daily, have reported for duty.

Boats at the hard coal dock load on an average of three hours each. The water is good in the day and vessels get quick despatch.

EAST SAGINAW.

Shipments by water from Saginaw river to June 1, which include few cargoes moved in April, were 79,189,000 feet lumber, 9,795,000 feet shingles, and 2,206,000 pieces lath.

About the 15th of this month the Lehigh Valley line steamers are to begin to call regularly at Gladstone, Michigan for down freight. As soon as the docks there are ready coal is to be carried up.

LITERARY NOTICES.

HARPER'S MAGAZINE comes before the public once more, well deserving the attention it will receive. The work throughout, both literary and artistic, meets the usual high standard demanded of this periodical. The frontispiece is a portrait of King Lake, the historian of Lord Raglan in the Crimean War, engraved from a photograph by Kruehl. The initial article, by R. R. Bowker, on "London as a Literary Centre," presents many interesting facts about the writers who have made that great city their home. Of course only a few, comparatively, could be mentioned, but Mr. Bowker's selection has been judicious. The portraits are excellent and numerous—twenty seven of them, in fact. In the June number a second paper on this subject will be given, devoted especially to novelists. A. Bridgman's article, begun in the April number, and contains even more details of men, women, and children, and things animate and inanimate, than its predecessor in April. Life, death, marriage, and divorce, not to mention bath, food, and religious worship, are cleverly treated. The numerous illustrations are excellent specimens of the art of American wood engravers.

A third paper on the West by Mr. Warner is devoted to Chicago. The advantages and disadvantages of that city are compared, and the former are found to be so many and so great that the latter sink into insignificance. From a business, architectural, and social point of view Mr. Warner admires Chicago immensely.

At Kingston Ont. the M. T. Co. intend at once laying the keel for a 70,000-bushel barge.

PROPOSALS FOR A SHORE PROTECTION AT ERIE, PA., AND FOR THE IRON TO BE USED THEREIN.

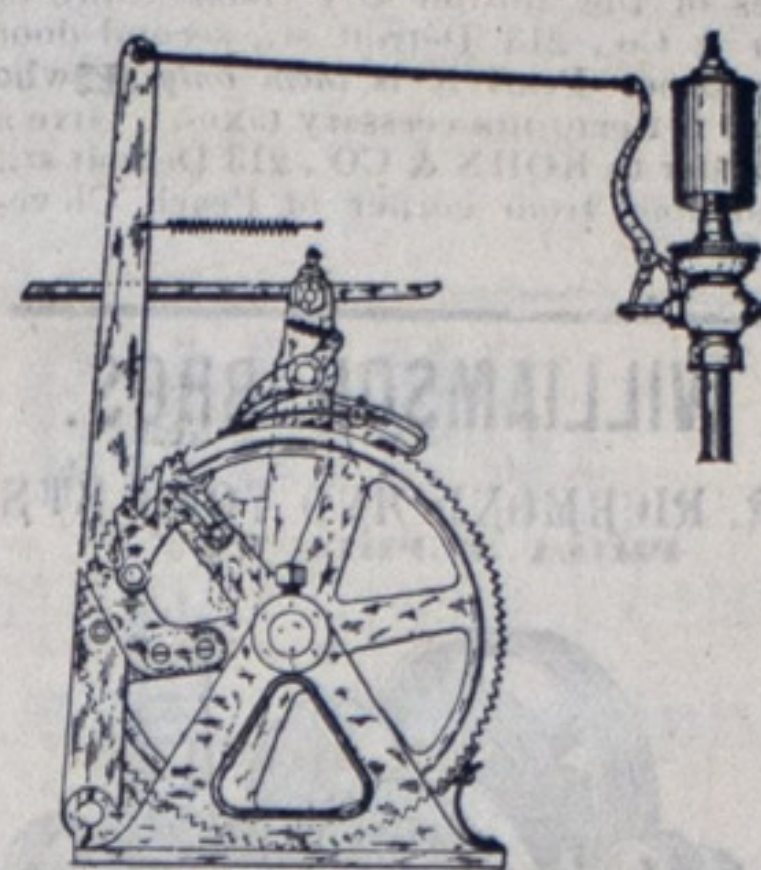
U. S. ENGINEER OFFICE, BUFFALO, N. Y., May 29, 1888. Sealed proposals in triplicate will be received at this office until 12 M. Eastern standard time, July 1, 1888, for furnishing materials (except iron) and building a shore protection on the lake side of the neck of the Peninsula at Erie, Pa., and for furnishing the iron required therefor. Protection is 6,000 feet long. Funds available \$5,000. So much will be built as condition of appropriation will admit. Specifications and all necessary information will be furnished an application. F. A. MAHAN, Captain of Engineers.

FOR SALE.

CHIEF.—The hull, engines, boiler and outfit of the burned tug Paddy Murphy, as she lies in Dover Bay. Two H. P. engines, 17 square and boiler 14x6½ and were first-class in every respect. Call or address WARNER & BECKER, Room 10, Arcade Building, St. Clair St., Cleveland, Ohio.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all our sailor men, and all know that the regulations require that, during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically. The cut shows the position of the machine, and its action on the whistle.



During the season of 1887, the following named steamships, thirty in number, were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers:

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

Northwestern Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hackett, Forest City.

Cleveland Transportation Co., Cleveland O.—Steamers Sparta, Havana, Vienna, Townsend, Bradley Transportation Co., Cleveland, O.—Steamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O.—Steamers Smit Moore, Chas. J. Sheffield.

Owen Line, Chicago, Ill.—Steamer Ira H. Owen.

Cambria, Outhwaite, Samuel Mather, B. R. Rhodes, Columbia, Aurora.

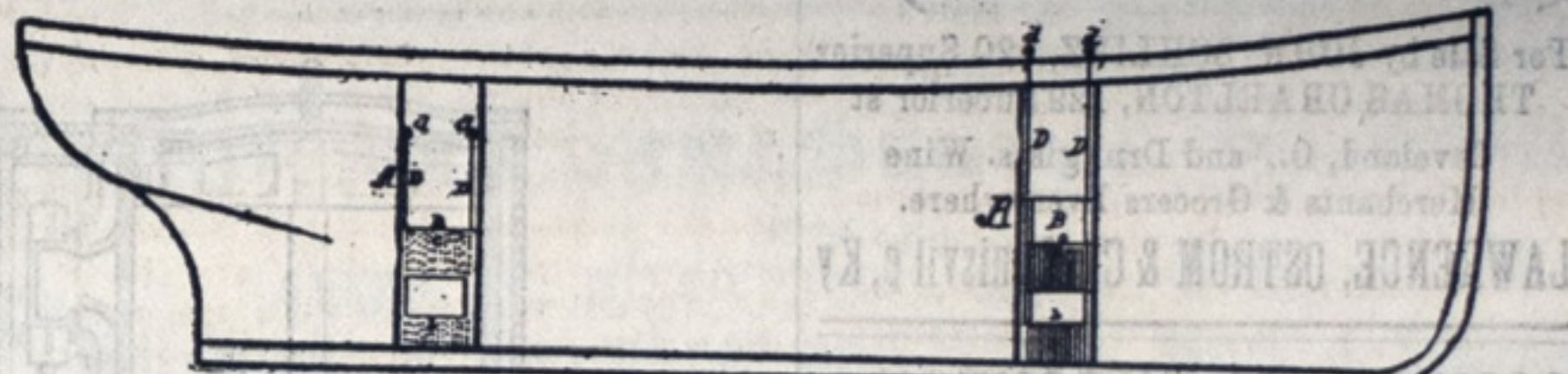
The machine is at all times under the control of the captain; that is, if it is necessary that a signal shall be given to a passing steamer, or for any other purpose, the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master. Following is the report presented by the committee:

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to re-state and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUEBOCK, GEO. H. STARBUCK, W. D. ROBINSON, Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.



SHIP WELLS.

Joseph Moffett, of Cleveland, Ohio, has received patent for ship wells, which will prove of great utility on all vessels. The specification form part of letters patent No. 381,943, dated May 1, 1888. The application filed February 20, 1888. Serial No. 264,595. (No model.)

To all whom it may concern: Be it known that I, Joseph Moffett, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and state of Ohio, have invented certain new and useful improvements in ships, of which the following is a specification.

This invention relates to ships, and has for its object to provide a quick and ready means of getting down into the hold of loaded ships with a suction hose of a pump for pumping out the water which may, by reason of accident, as collisions, spring leak, or otherwise, get into the hold.

It consists in providing reserve wells in the ship, reaching from the deck down into the bottom of the hull, into which the suction hose of a pump may be inserted and draw the water from the bottom, the water in the hold having access to the wells, thereby greatly facilitating the labor and reducing the expense of removing water from loaded ships without removing or disturbing the cargo. To accomplish such results I construct and attach to ships wells or communicating tubes from the deck down into the hold, substantially as shown in the accompanying drawings, in which—

The figure is a longitudinal section of the hull of a ship, showing the location and arrangement of the said wells therewith.

A in the several figures represents a casing or tubing reaching from the deck to the bottom of the hold of a ship, forming a well or vertical chamber. In the lower part of said casings are made vertical slots b, extending from the bottom upward about two feet above the said slots. A second row of similar slots c are also made about two feet above the said slots b. These slots are two inches wide and one inch apart, the bars forming a grating through which water may pass into the well. Within the casing is provided a valve, B, consisting of a box open at each end and fitted to slide snugly in the lower end of the casing. It is designed to close the slots on the inside of the casing A, and is made long enough to cover both rows of slots b and c. At the middle part of said valve are made openings in the sides, the purpose of which will hereinafter appear. To the top of said box B are attached rods D, having eyes or loops d on their upper ends. The rods are designed to be used for

raising the valve whenever the well is to be used, and hold it up for uncovering the slots, b, to freely admit water into the well. The lower ends of the slots are beveled downward to prevent the lodgment of grain or other matter which comprises the cargo of the ship.

There may be made a hole in the deck over the well, which may be closed with a suitable cover, or there may be scribed a ring in the top surface of the deck to indicate the location of the well underneath. Then, when necessary for use, a hole may be cut through the deck for the insertion of the pump suction hose.

From the foregoing it will be seen that the ship having these wells may be loaded with the cargo completely surrounding the well, and then in case of emergency will be provided with a ready means of withdrawing the water from the midst of the cargo without having to remove or disturb it, the operation of which is as follows:

When required to withdraw the water from the hold, an entrance through the deck is made by cutting a hole or removal of a cover, as before stated. Then the valve is raised by the rods and secured in that position by running a rod or bar through the loops or eyes above the deck. This opens all the slots and gives ready ingress of water to the well. Now the suction hose of a pump may be inserted through the deck and passed down to the very bottom of the hull and the water pumped out.

The casing and valve shown in the drawings are designed to be made of heavy wood plank, in which case the well is made with square sides. By making them of metal they may be made cylindrical; but they should be strong enough to withstand hard blows or usage without injury.

Having described my invention, what claim is—

The improvement in ships, consisting in the combination of the casing A, secured between the deck and the bottom of the hold, said casing having the slotted or grated opening b c in its sides at and near the bottom, and provided with the valve B, playing inside of the casing, for closing the said slots when down, and having the middle openings, whereby when raised by the rods D free openings are made through the slots or gratings, communicating with the interior of the wells, substantially as described, and for the purpose specified. JOSEPH MOFFETT.

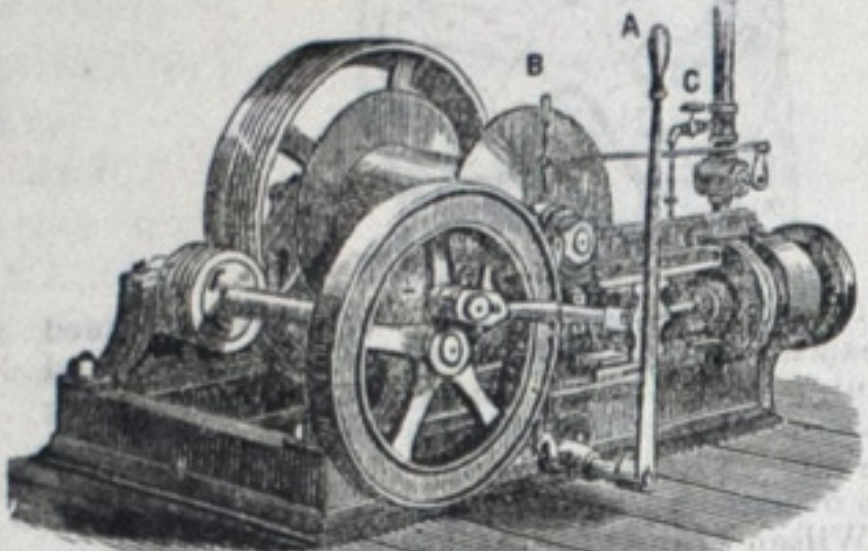
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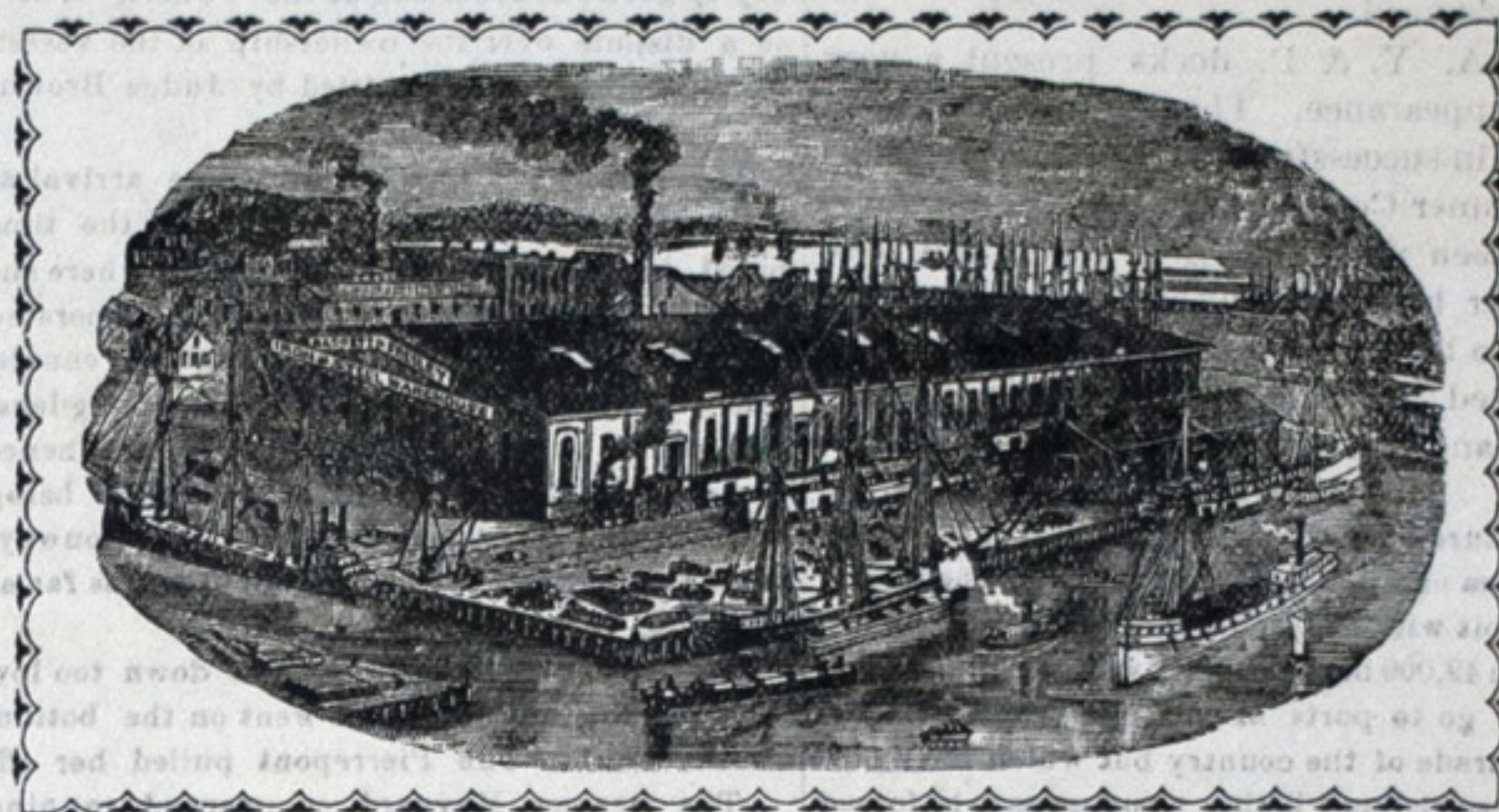
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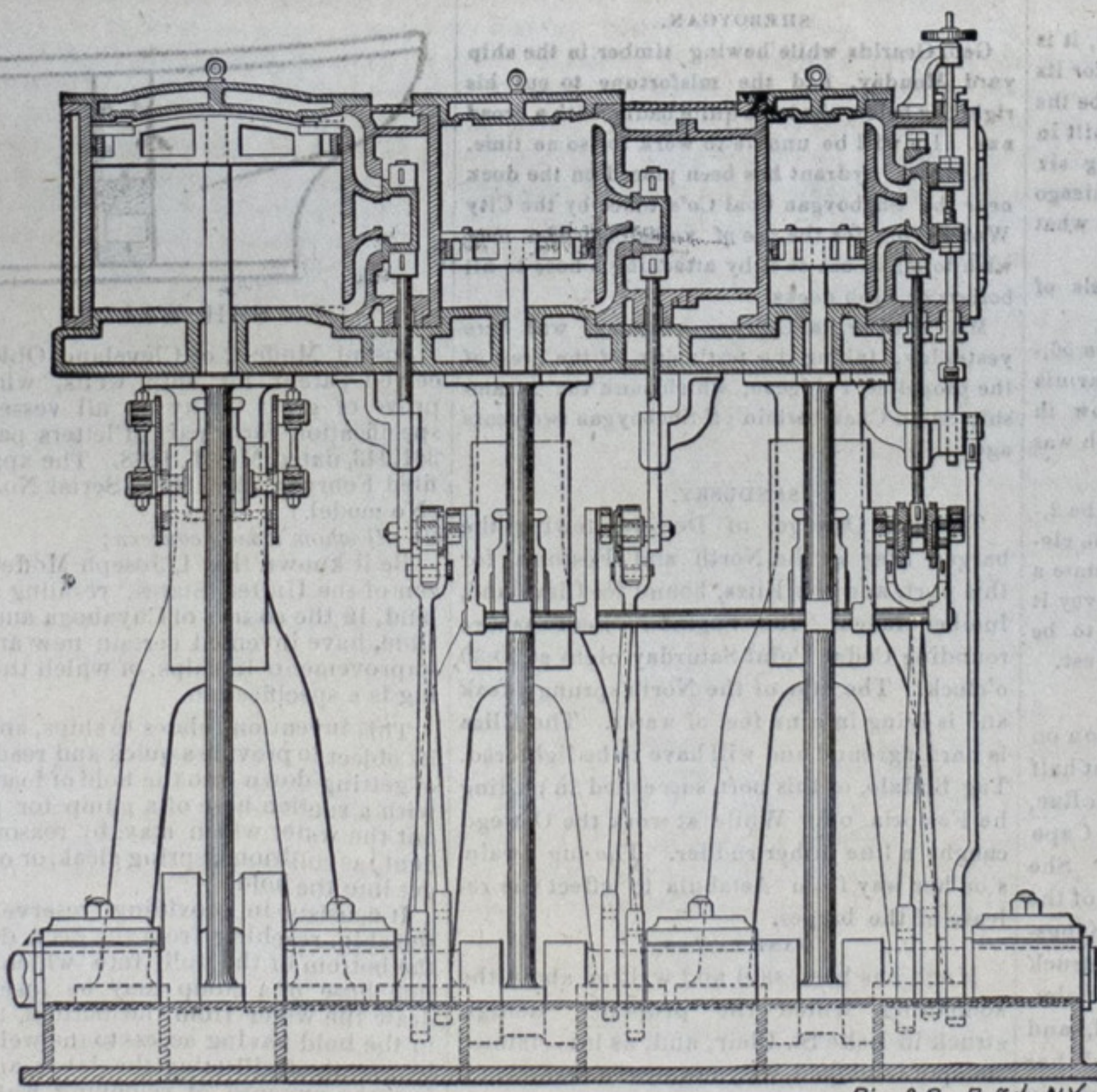
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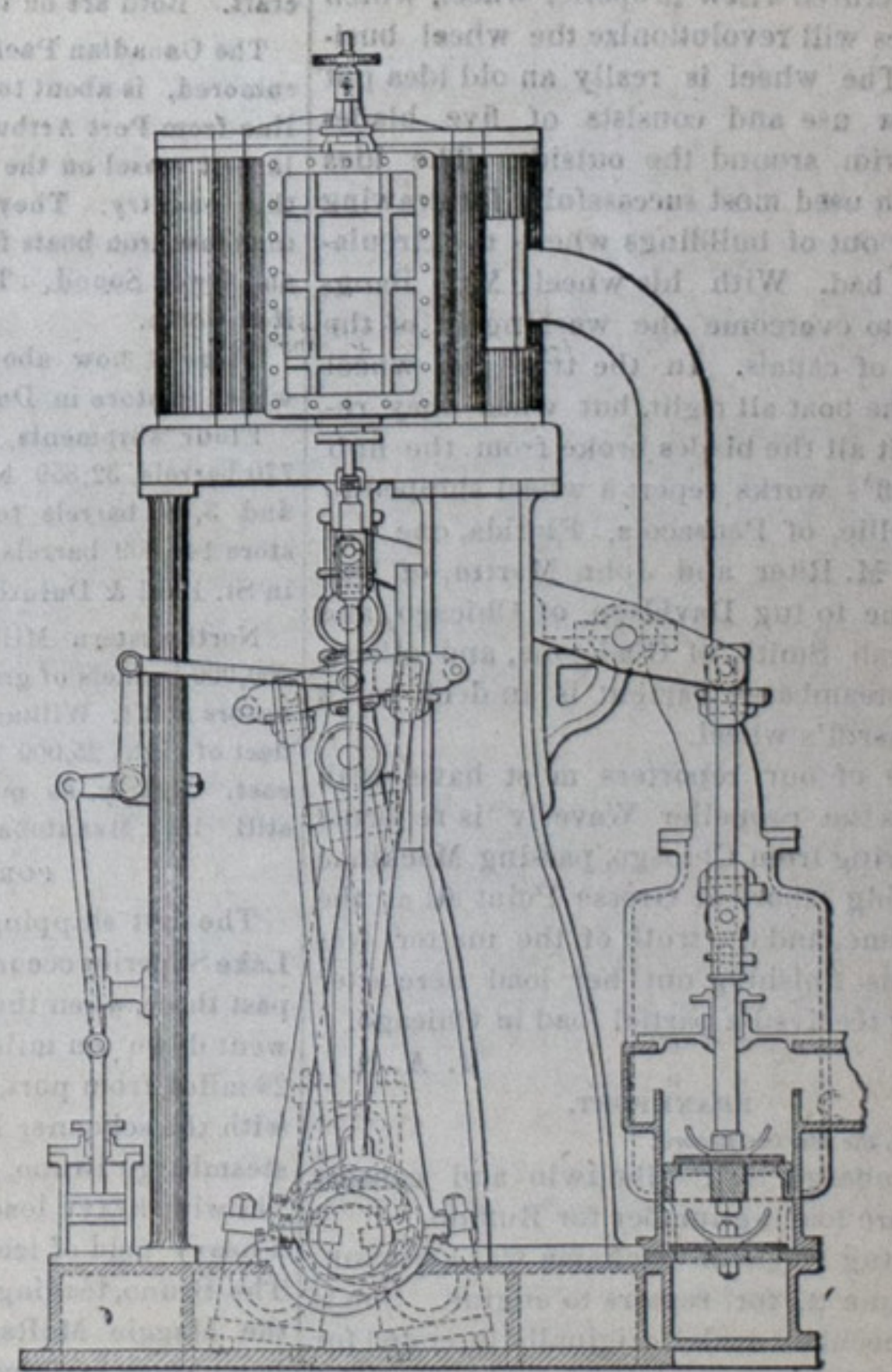
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No 4, Fast Limited Express.....	2 55 A M	2 55 A M
No. 6 N. Y. & Boston Ex.....	1 35 A M	1 40 A M
No 8, N. Y. B & A Express.....	8 25 A M	8 30 A M
No 26, Elyria Accommodation.....	7 45 A M	7 45 A M
No 24, Buffalo Ac'm via Sandusky.....	11 05 A M	11 10 A M
No 24, Toledo Accom via Norwalk.....	11 05 A M	11 10 A M
No 10, New York & Boston, "Flyer".....	11 50 A M	11 50 A M
No 12, N. Y. & B Fast Express.....	2 35 P M	2 40 P M
No 2, Night Ex via Norwalk.....	9 40 P M	11 00 P M
No 22, Night Ex via Sandusky.....	9 40 P M	11 00 P M
No 26, Conneaut Accommodation.....	14 25 P M	14 25 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	12 15 A M	12 15 A M
No. 26, Cleveland Express.....	2 15 A M	2 15 A M
No 3, Chicago Express via "....."	5 30 A M	5 45 A M
No 25, Mich Accom Norwalk.....	15 45 A M	15 45 A M
No 21, Toledo Ex via Norwalk.....	11 50 P M	12 20 P M
No 5, St. Louis Ex via Sandusky.....	10 50 A M	10 55 A M
No 3, Chi Pac Ex via Norwalk.....	10 55 P M	11 15 P M
No 31, Elyria ac to Elyria only.....	14 30 P M	14 30 P M
No 27, Conneaut Accommodation.....	18 10 A M	18 10 A M

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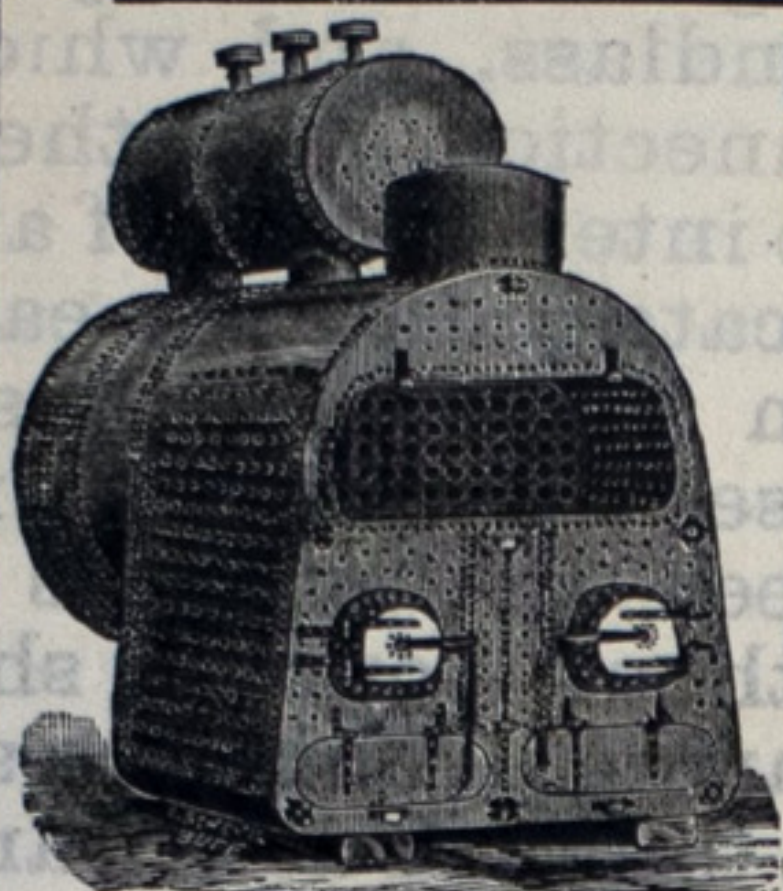
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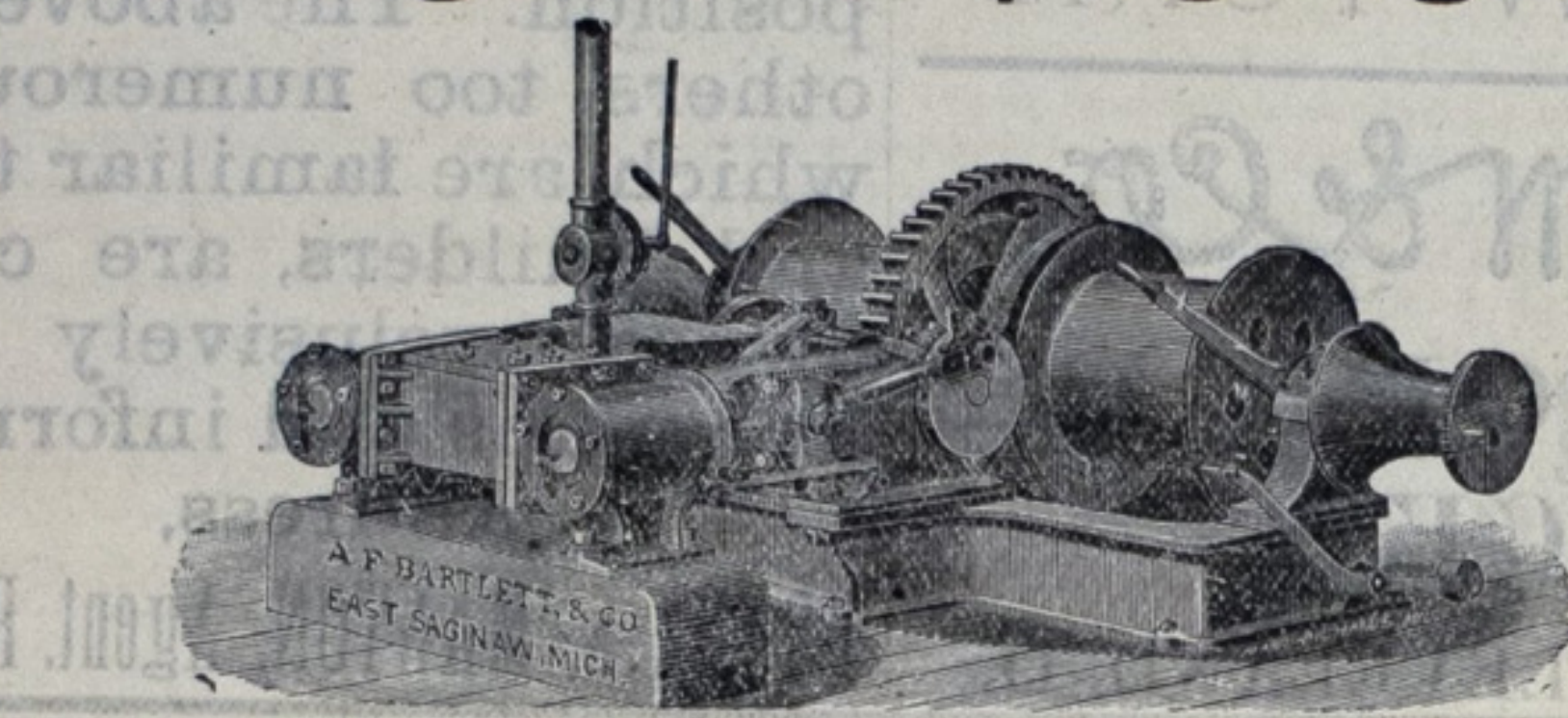
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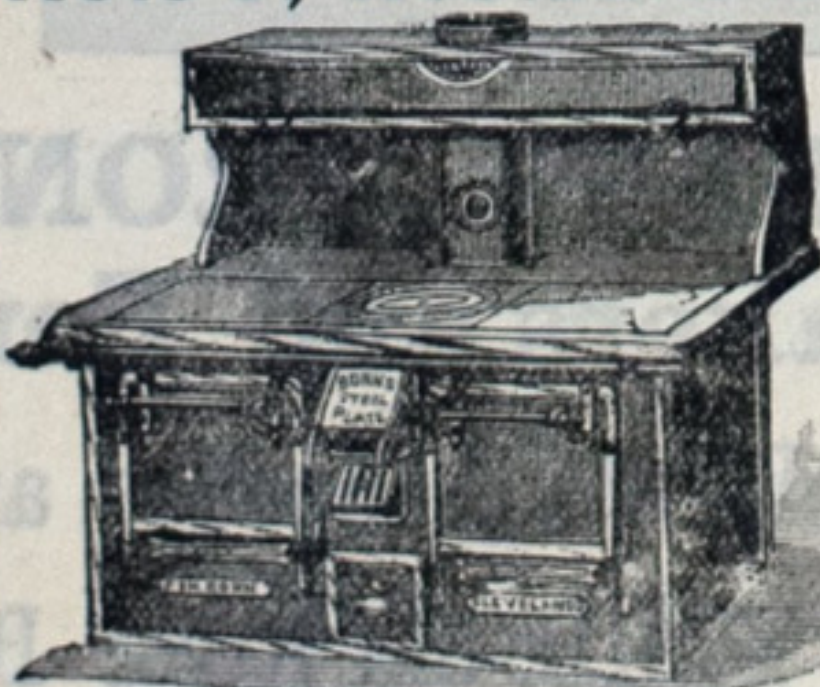
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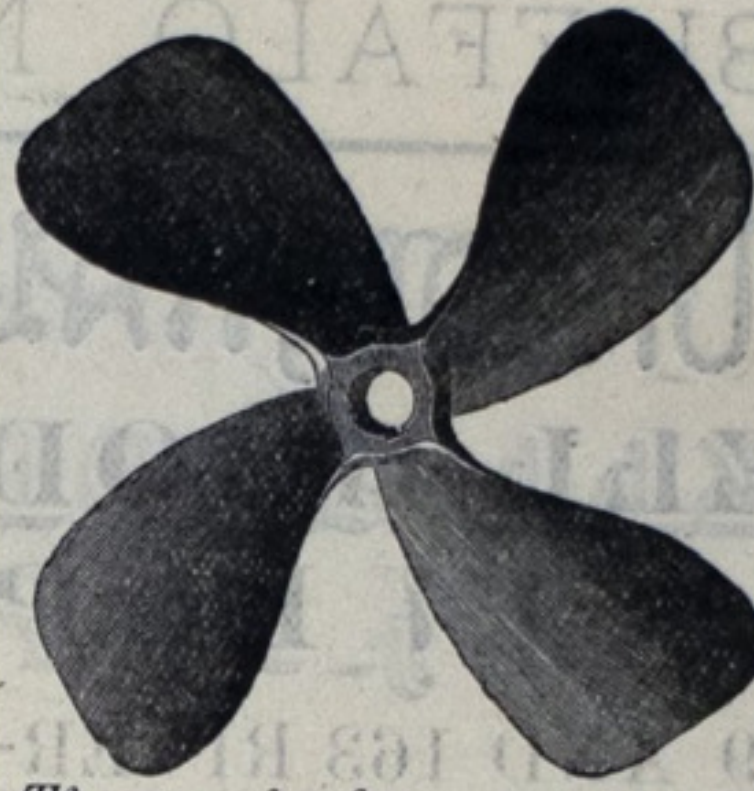
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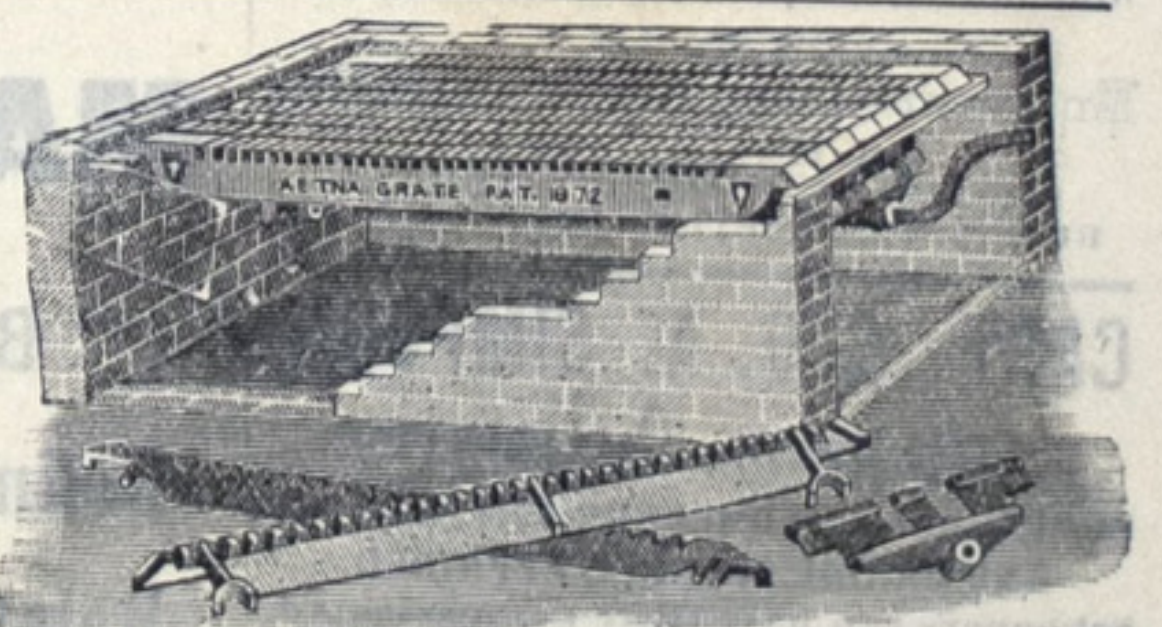
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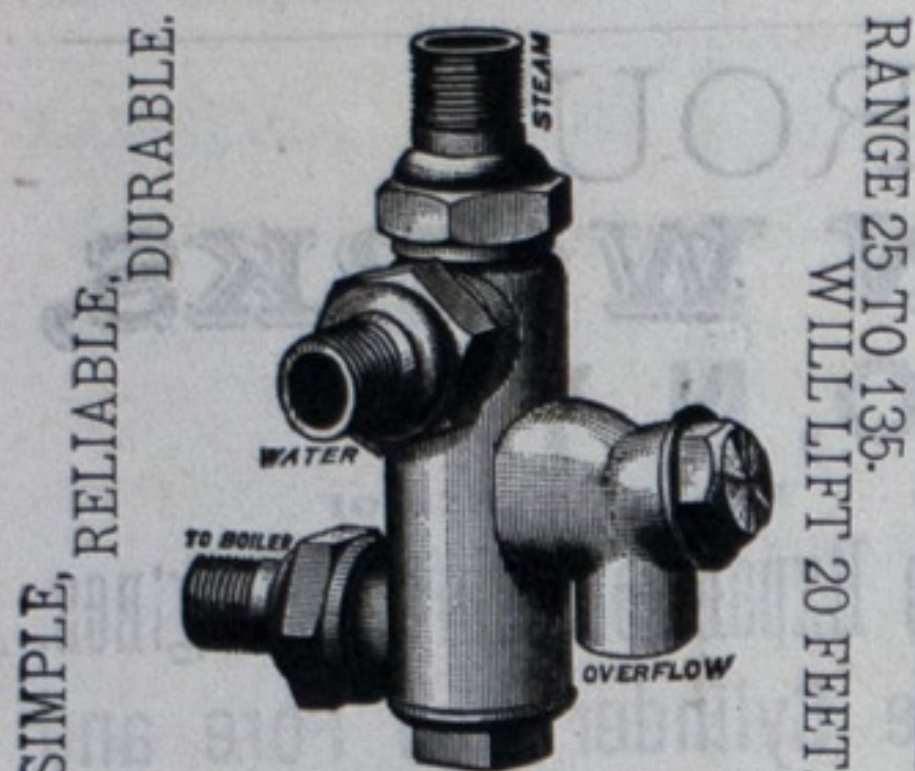
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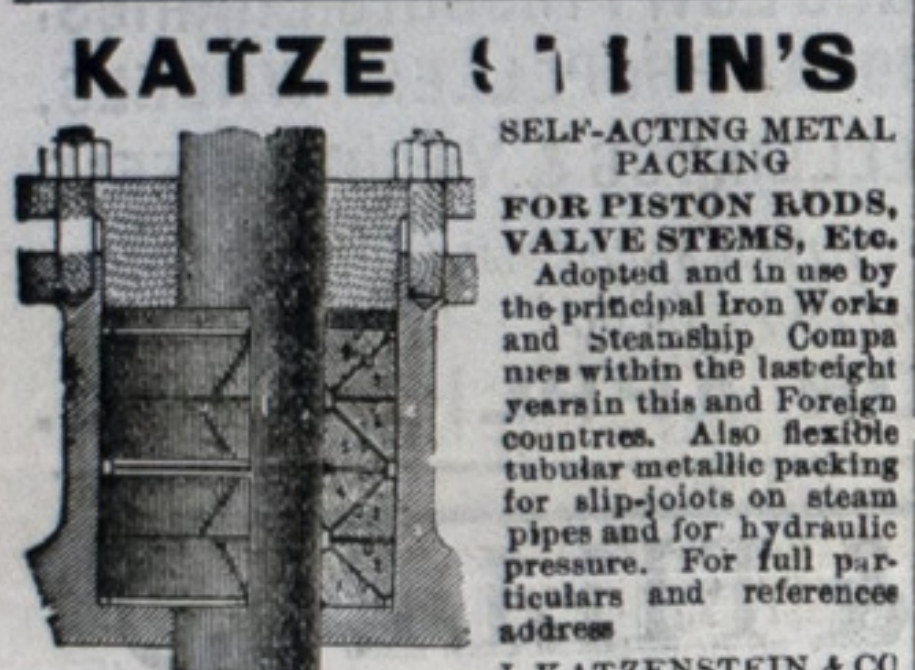
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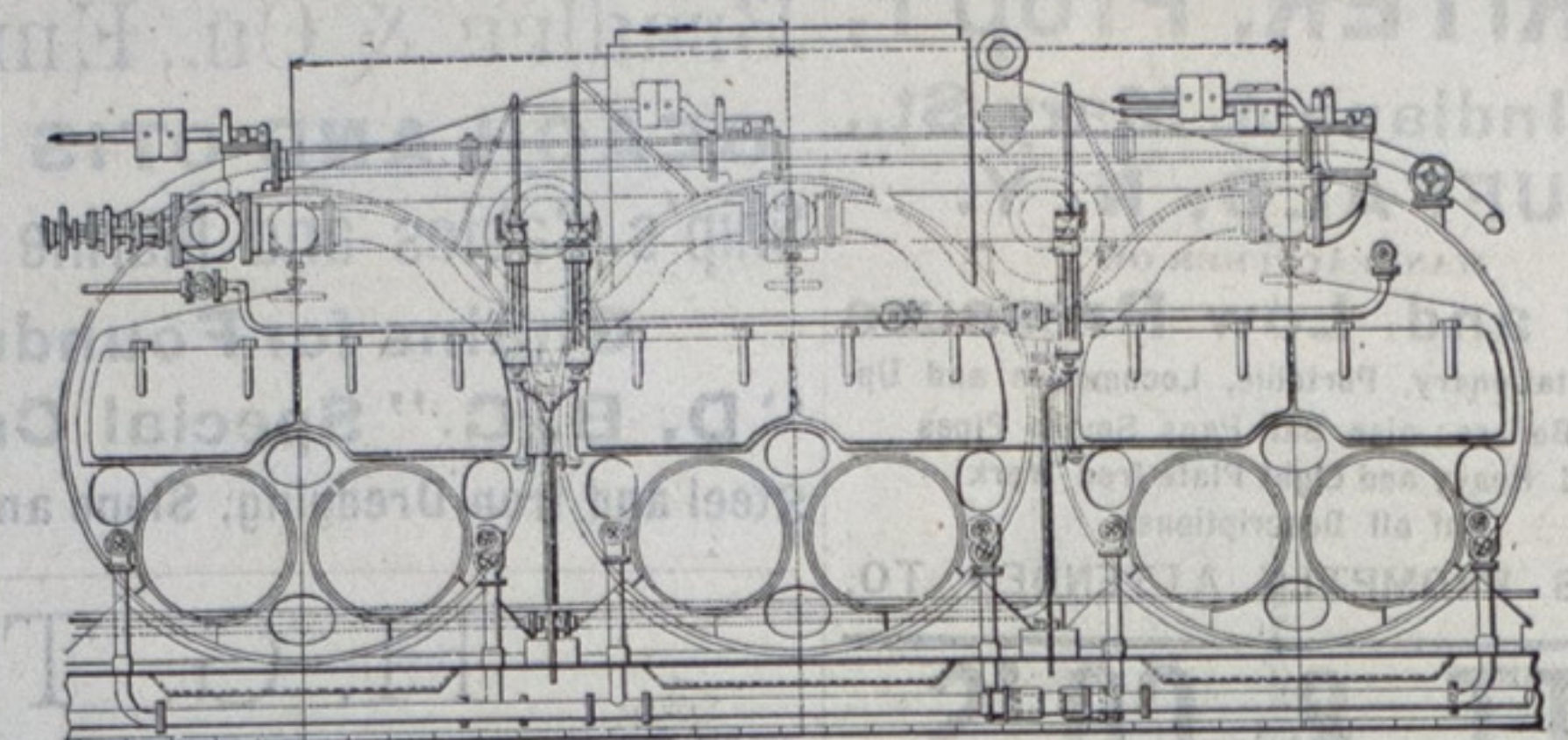
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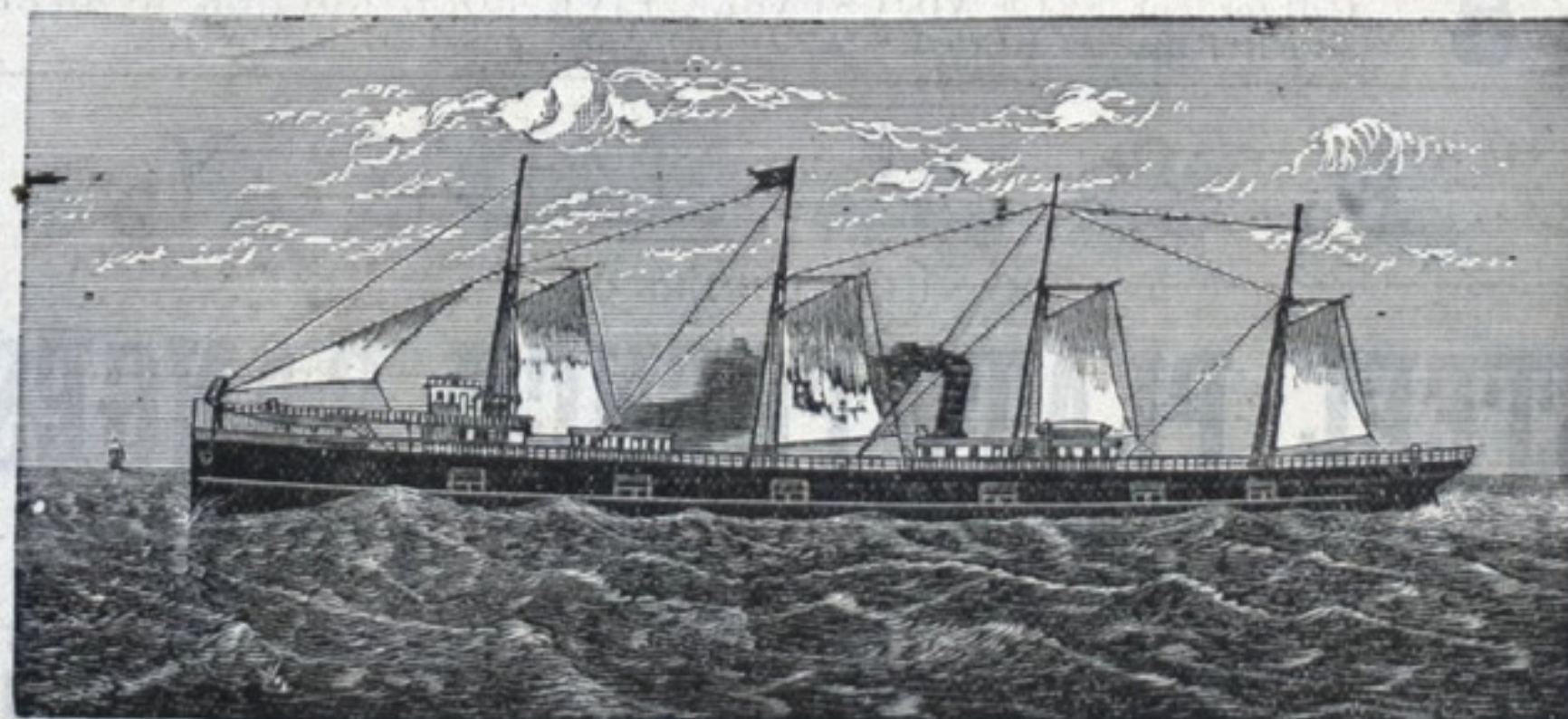
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